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OF THE

RULES

ROAD

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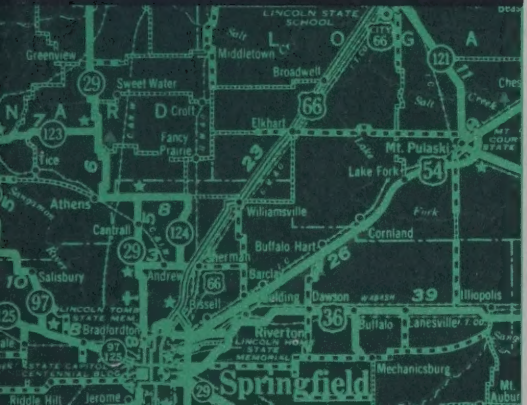
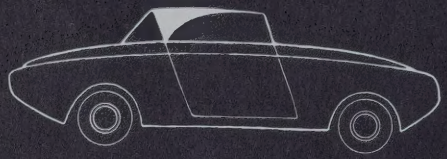
UNIVERSITY OF ILLINOIS

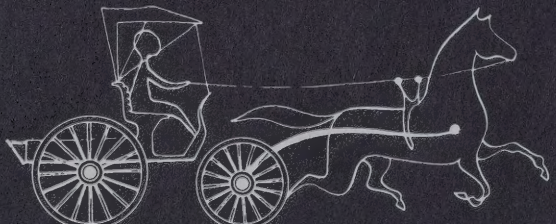


no matter what you drive

DRIVE AS IF YOUR LIFE DEPENDED ON IT

it does!





foreword by Charles F. Carpentier SECRETARY OF STATE

RULES OF THE ROAD has been prepared as a simple method of educating beginners in the principles of safe driving and to acquaint them with the legal requirements for obtaining and retaining an operator or chauffeur license. Although designed primarily for beginners we firmly believe that RULES OF THE ROAD can be of great assistance in aiding more experienced drivers to improve their driving abilities and techniques.

The heavy toll of highway deaths and injuries underscores an old spiritual truth. The operator of a motor vehicle today is, in a very real and true sense, "his brother's keeper." Each driver bears a heavy responsibility to do everything in his power to help reduce the staggering loss of life on our highways. Traffic casualties do not just happen; they are caused. In nearly every instance the cause is ignorance, negligence, or wanton disregard for the rights and safety of other persons.

It is my sincere hope that every driver in Illinois will study, learn and obey the RULES OF THE ROAD and practice the everyday rules of courtesy and decency. Remember— your life and the lives of innocent persons constantly depend upon your ability to drive and the kindness and consideration you display toward your fellow men.

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all roadway users are subject to traffic laws

All persons driving or propelling vehicles, or riding animals on the roadway, are subject to the traffic laws and ordinances. In addition to those operating automobiles, trucks, buses, motorcycles, motor-scooters and motor-bikes, these include persons *pushing carts, riding bicycles, riding animals* or *driving animal-drawn vehicles.*

who is not to use the roadway

Except where there are no sidewalks, *pedestrians* are forbidden to use the roadway. Children on *roller skates, coasters,* and *toy vehicles* of all kinds are also required by law to use the sidewalk except for crossing the street in a crosswalk. The *skater* or *rider* has the same rights and obligations as a pedestrian.

definitions

MOTOR VEHICLE Means every motor vehicle which is self-propelled.

VEHICLE Means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

CANCELLATION Means the annulment or termination by formal action of the Secretary of State of a person's driver's license because of some error or defect in the license or because the licensee is no longer entitled to such license.

SUSPENSION Means the temporary withdrawal by formal action of the Secretary of State of a person's driver's license or privilege to operate a motor vehicle on the public highways for a period specifically designated by the Secretary of State.

REVOCATION Means the termination by formal action of the Secretary of State of a person's license or privilege to operate a motor vehicle on the public highway. Such terminated license is not subject to renewal or restoration. An application for a NEW license may be made after the expiration of at least one year from the date of revocation.

HOW YOU CAN OBTAIN AN OPERATOR OR CHAUFFEUR LICENSE

If you are a resident of Illinois and wish to drive a motor vehicle upon the streets and highways, you *must* have an Illinois operator or chauffeur license. The Secretary of State is required by law to examine every applicant for any license or permit who has not previously been licensed as an operator or chauffeur under the laws of this State.

Application for an ORIGINAL operator or chauffeur license should be made on the proper form at the Driver Licensing Examining station in your county.

Renewal application forms are available at any Driver Licensing Examining station or at most county clerk's offices, banks, notaries public, currency exchanges, etc. All applications for RENEWAL of licenses should be mailed to Charles F. Carpentier, *Secretary of State, Drivers License Division, Springfield, Illinois.*

Types of Licenses

OPERATOR'S LICENSE

Every person, other than a chauffeur or those expressly exempted by law, who drives any motor vehicle upon any highway in this State *MUST* have a valid operator's license or permit, or a restricted driving permit issued under the provisions of the Drivers License Act.

An applicant for an operator's license must be at least 16 years of age. If an applicant is not currently licensed as an operator or chauffeur in this State he must qualify by examination.

Applicants from other states or countries who become legal residents of Illinois *MUST* pass an examination before an Illinois license may be issued to them. Application should be made at the Examining Station in their home county. **All operator licenses expire 3 years from the date of issuance.**

The examination shall include a test of the applicant's vision, his ability to read and understand highway signs regulating, warning, and directing traffic, his knowledge of the traffic laws of this State, and an actual demonstration of his ability to exercise ordinary and reasonable control in the operation of a motor vehicle, and such further physical and mental examination as the Secretary of State finds necessary in order to determine the applicant's fitness to operate a motor vehicle safely upon the highways.

APPLICANTS UNDER 18

The application of any person under the age of 18 years for an operator's license or instruction permit shall bear the written consent of the father of the applicant, if the father is available and has custody of the applicant; otherwise, the application must bear the written consent of the mother, or guardian having custody of the applicant. In the event there is no parent or guardian the application must bear the written consent of some responsible adult.

The Secretary of State is authorized to cancel the license or permit of any minor under the age of 18 years, in any of the following events:

1. Upon the verified written request of the person who consented to the application of such minor asking that such license or permit be cancelled;

2. Upon receipt of satisfactory evidence of the death of the person who consented to the application of the minor;

3. Upon receipt of satisfactory evidence that the person who consented to the application no longer has legal custody of such minor.

These provisions for cancellation of a minor's operator or instruction permit shall not apply in the event the minor has attained the age of 18 years.

RESTRICTED OPERATOR'S LICENSE FOR CHILDREN 15 YEARS OF AGE

The Secretary of State may issue an operator's license to a child 15 years of age if such child would otherwise be unable to attend school; or if a parent or guardian or relative with whom such child is living is unable to obtain a license to operate a motor vehicle; or if the parent or guardian or relative with whom such child is living requires in his business the services of the child as a motor vehicle operator; or if the child is required to operate a motor vehicle in the course of his employment. Such license shall be restricted as to the time, place and other conditions for which the child requires the privilege of driving.

CHAUFFEUR LICENSE

Every person who is employed by another for the principal purpose of driving a motor vehicle, and every person who drives a school bus transporting school children or any motor vehicle when in use for the transportation of persons or property for compensation, is required by Illinois law to have a valid chauffeur license. Persons who operate a motor vehicle incidentally to some other work and who do not transport passengers or property for hire, or who operate road machines, or a farm tractor for agricultural purposes only, are not required to obtain a chauffeur license.

No person may be licensed as a chauffeur who is under the age of 18 years. No person who is under the age of 21 years may obtain a chauffeur license to drive any school bus when transporting persons, or any motor vehicle when it is used for the transportation of persons for compensation. All chauffeur licenses issued to persons under the age of 21 years shall carry thereon such prohibition.

All chauffeur licenses issued after January 1, 1958, shall indicate the classification by types or weights of vehicles which the applicant has been qualified to operate by the Secretary of State.

ALL CHAUFFEUR LICENSES EXPIRE ONE YEAR FROM THE DATE OF ISSUANCE.

Any person holding a valid chauffeur's license is not required to have an operator's license.

TEMPORARY OPERATOR OR CHAUFFEUR PERMIT

The Secretary of State may in his discretion issue a temporary operator's or chauffeur's permit to any applicant for a license. Such temporary permit allows the holder to operate a motor vehicle during the period in which the Secretary of State is completing his investigation relative to the applicant's eligibility to receive the type of license for which he has applied. Such permit must be in his possession at all times while operating a motor vehicle, and it shall be invalid when the applicant's license has been issued or for good cause refused. Such temporary permits may not be issued for a period longer than 90 days.

INSTRUCTION PERMITS

Any person 16 years of age or over who, except for his lack of knowledge in the operation of a motor vehicle, is not otherwise ineligible to obtain an operator's license, may upon proper application and payment of the required fee, and after passing such examination as the Secretary of State may prescribe, be issued an instruction permit.

A minor enrolled in an approved high school driver training program shall be issued an instruction permit which shall restrict the minor to the operation of a motor vehicle *only when accompanied by the adult instructor of the high school driver training program.*

It is a violation of law for any person to attempt to learn to drive a motor vehicle without first obtaining a valid instruction permit. No person shall cause, authorize or knowingly permit a motor vehicle owned by him or under his control to be driven upon any highway by any person not authorized

by the Drivers License Act or by any person who is in violation of any of the provisions of the Act.

An instruction permit entitles the holder, while having such permit in his immediate possession, to drive a motor vehicle upon the highways for a period of 6 months after the date of its issuance when accompanied by a licensed operator or chauffeur who has had at least 1 year of driving experience and who is occupying a seat beside the driver. The person to whom an instruction permit has been issued shall be entitled to not more than 3 attempts to pass the examination within the period of 1 year after the date of application.

PERSONS EXEMPTED FROM THE REQUIREMENTS OF THE DRIVERS LICENSE ACT

The following persons are not required to obtain driver or chauffeur licenses:

1. Employees of the United States Government, or any member of the Armed Forces while operating a motor vehicle owned by or leased to the United States Government and operating on official business.

2. A non-resident who is at least 16 years of age and who has in his immediate possession a valid operator's license issued to him in his home State or country. For a period of 90 days after becoming a resident of this State, any person who is at least 16 years of age and who has in his immediate possession a valid operator's license issued to him in the State or country in which he formerly resided is regarded as a non-resident and is entitled to this exemption.

3. A non-resident who has in his immediate possession a valid chauffeur's license issued to him in his home State or country may operate a motor vehicle in Illinois either as an operator or a chauffeur, subject to the age limits applicable to operators or chauffeurs in Illinois. However,

such person must be licensed as a chauffeur in Illinois before accepting employment as a chauffeur in this State.

4. Any non-resident who is at least 18 years of age, and whose home State or country does not require the licensing of operators, may operate a motor vehicle as an operator ONLY for a period of not more than 90 days in any calendar year if the motor vehicle so operated is duly registered in the home State or country of such non-resident.

5. Any person operating a road machine temporarily upon a highway, or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as an operator or chauffeur.

6. Any person holding a valid operator's license or permit need not be licensed as a chauffeur in order to perform his duties as an employee of a garage which repairs or services motor vehicles and operates a service vehicle, provided that such garage shall have at least one licensed chauffeur who, insofar as is possible, shall take care of all testing and outside service work.

7. Any resident of this State who has been serving as a member of the Armed Forces of the United States outside the continental limits of the United States, may legally drive a motor vehicle as an operator only, without an operator's license, for a period not to exceed 30 days following his return to the continental limits of the United States.

8. Any person who is at least 14 years of age, while operating a motor cycle, powercycle, bicycle with motor attached, or power scooter, equipped with a motor which produces not more than 5 brake horse power.

The provisions granting exemption to non-residents shall be operative only to the same extent that the laws of the State or country of the non-resident grant like exemptions to residents of this State.

PERSONS WHO MAY NOT BE LICENSED

Licenses shall not be issued or renewed—

1. To any person, as an operator, who is under the age of 16 years, except as provided in paragraph (a) of Section 6-111 of the Illinois Drivers License Act. (See Page 8)

2. To any person, as a chauffeur, who is under the age of 18 years;

3. To any person, as an operator or chauffeur, whose license or permit has been suspended, during such suspension; nor to any person whose license or permit has been revoked, except as provided in Sections 6-205, 6-206 and 6-208 of the Illinois Drivers License Act.

4. To any person, as an operator or chauffeur, who is an habitual drunkard, or is an habitual user of narcotic drugs, or is a user of any other drug to a degree which renders him incapable of safely driving a motor vehicle;

5. To any person, as an operator or chauffeur, who has previously been adjudged to be afflicted with or suffering from any mental disability or disease and who has not at the time of application been restored to competency by the methods provided by law;

6. To any person, as an operator or chauffeur, who is required by the Secretary of State to take an examination unless such person shall have successfully passed such examination;

7. To any person who is required under the provisions of the Motor Vehicle Law of this state to deposit security or proof of financial responsibility and who has not deposited such security or proof;

8. To any person when the Secretary of State has good cause to believe that such person by reason of physical or mental disability would not be able to operate a motor vehicle with safety upon the highways; or to any person who is afflicted or has been afflicted with epilepsy unless such person shall furnish to the Secretary of State a verified written statement, acceptable to the Secretary of State, from a competent medical specialist to the effect that the operation of a motor vehicle by such person would not be inimical to the public safety.

9. To any person as an operator or chauffeur who is over 69 years of age unless such person has successfully completed an examination as provided by law.

RESTRICTIONS

The Secretary of State, whenever good cause appears, has the authority to impose restrictions suitable to the licensee's driving ability with respect to the type of, or special mechanical control devices required on, a motor vehicle which is to be operated by the licensee. The Secretary of State may also impose such other restrictions as may be necessary to assure the safe operation of a motor vehicle by the licensee.

One of the more common restrictions applying to operators and chauffeurs is the requirement that the licensee must wear proper corrective eye glasses at all times when driving. Mechanical restrictions applying to a motor vehicle include such devices as automatic transmission, outside rear-

view mirror on either or both sides, directional signaling equipment, left side brake and accelerator and other mechanical devices designed to insure the safe operation of a motor vehicle by physically handicapped persons.

All *chauffeur* licenses issued to persons under the age of 21 years carry a restriction prohibiting the holder from driving a school bus when transporting persons, or from operating any motor vehicle when it is in use transporting persons for compensation. After January 1, 1958, chauffeur licenses will also carry restrictions as to the types or weights of vehicles which the holder may drive.

Operation of a motor vehicle in any manner in violation of the restrictions imposed may result in the suspension or revocation of the restricted license or permit. In addition, it is a misdemeanor for any person to operate a motor vehicle in any manner in violation of the restrictions imposed on the restricted license or permit.

DUPLICATE LICENSE

In the event that an operator's or chauffeur's license or permit is lost or destroyed, the person to whom such license or permit was originally issued may, upon proper application and payment of the required fee, obtain a duplicate of such license or permit upon furnishing satisfactory proof to the Secretary of State that such license or permit has been lost or destroyed, unless the applicant's license or permit has been suspended, revoked, cancelled, or deposited in lieu of bail.

CORRECTED LICENSE

Any person to whom there has been issued an operator's or chauffeur's license or permit and who is desirous of obtaining a corrected license or permit in order to indicate a change of name or address, or to correct a statement appearing upon the original permit or license, may upon application and payment of the required fee, obtain such a corrected license or

permit. *However, the original license or permit must accompany the application for correction, or evidence must be furnished satisfactory to the Secretary of State that such license or permit has been lost or destroyed.*

CHANGE OF NAME OR ADDRESS

Whenever any person after applying for, or receiving, an operator's or chauffeur's license or permit, moves from the address named in his application or shown on the license or permit issued to him; or when the name of the licensee or permittee is changed by marriage or otherwise, such person shall, *within 10 days thereafter,* notify the Secretary of State in writing of his old and new addresses, or of such former and new names, and the number of any license or permit held by him. A corrected license or permit may be obtained as described in the foregoing paragraph.

FEES FOR LICENSES AND PERMITS

Original chauffeur license	**$5.00**	**Restricted driving permit**	**3.00**
Renewal chauffeur license	**3.00**	**Instruction permit**	**3.00**
Original operator license	**3.00**	**Duplicate license or permit**	**1.00**
Renewal operator license	**3.00**	**Corrected license or permit**	**1.00**

No additional fee shall be charged for an operator's license when issued to the holder of an instruction permit who becomes eligible for such license.

USE OF LICENSE IN LIEU OF BAIL

Any person arrested and charged with violation of Section 3-701 of the Motor Vehicle Law, or of any provisions of the Uniform Act Regulating Traffic on Highways, (with the exception of Sections 36, 47, 48 and 131) has the option of depositing his chauffeur's or operator's license with the officer demanding bail, in lieu of any other security.

This privilege does not extend to arrest for drunken driving, reckless driving, leaving the scene of an accident, or violations involving truck wheel and axle loads or gross weights.

CARRYING AND DISPLAYING YOUR LICENSE

Every licensee or permittee shall have his operator's or chauffeur's license or permit in his immediate possession when operating a motor vehicle. Such license or permit, if it is in his possession, shall be displayed upon demand made, when in uniform or displaying a badge or other sign of authority, by a member of the Illinois State Highway Police, sheriff, constable or other peace officer, or a designated agent of the Secretary of State.

However, no person charged with operating a motor vehicle without his license or permit in his immediate possession shall be convicted of this offense if he produces in court, or the office of the arresting officer, satisfactory evidence that a valid license or permit had been issued to him prior to his arrest.

It is unlawful to lend your license or permit to any person.

FOLLOWING IS A BRIEF SUMMARY OF THE DRIVER LICENSE TESTS:

1. Physical Disabilities. Your sight will be tested to determine if your vision is sufficient to permit you to drive safely. If the visual test reveals that you must wear corrective eye glasses in order to meet the minimum standards, your license will be restricted to the operation of a motor vehicle ONLY while wearing glasses.

Other physical disabilities which require restricted licenses are deafness, missing extremities, i.e., an arm or a leg. In all such cases the type of restrictions will be dependent upon the disability.

2. Ability to read and understand Highway Signs: To drive safely you must be able to read and understand highway signs and signals. You will be asked to identify certain signs by their shape, color or the symbol appearing on

them. You will be asked to explain the meaning of certain informational type signs. All such signs used are pictured and described in RULES OF THE ROAD. Study them! No trick questions or signs are used in the test.

3. Knowledge of Traffic Laws. You will be required to take a written examination in order to test your knowledge of Illinois traffic laws. These laws are explained, and in many instances illustrated, in following sections of this booklet. Learn them! Ignorance of the law will not excuse you and it may cost you your license *or your life.*

4. Vehicle Inspection. The inspector who gives you the road test will also check your automobile for mechanical defects that might interfere with safe operation. Certain types of defects will cause him to refuse to give you a driver's test in that particular vehicle. (See Section on — "Your Motor Vehicle.")

5. Road Test. The inspector will accompany you in your car to test your ability to drive. This is the *most* important part of the entire test. He will take note of the manner in which you observe traffic rules and regulations. You will be tested on turning, parking, stopping, backing, etc. Road test inspectors have been instructed not to issue driving commands to the applicant which would cause a violation of the law.

How to lose your license

YOU WILL LOSE YOUR DRIVING PRIVILEGES IF YOU ARE CONVICTED OF . .

Manslaughter or reckless homicide resulting from the operation of a motor vehicle;

Driving while under the influence of intoxicating liquor;

Driving while under the influence of narcotic drugs;

Any felony under the laws of any State or the Federal government in the commission of which a motor vehicle was used;

Leaving the scene of a traffic accident involving death or personal injury;

Perjury or the making of a false affidavit or statement under oath to the Secretary of State under the Drivers License Act, *or under any other law relating to the ownership and operation of motor vehicles;*

Three charges of reckless driving within a period of twelve months;

An offense in another State which, if committed in Illinois, would be grounds for revocation.

YOU MAY LOSE YOUR DRIVING PRIVILEGE IF . . . YOU

Commit an offense for which mandatory revocation is required upon conviction;

Are convicted within any 12-month period of three or more offenses against traffic regulations governing the movement of vehicles;

Are convicted of three charges of reckless driving within any 12-month period;

Are repeatedly involved as a driver in motor vehicle collisions or repeatedly convicted of offenses against laws regulating the movement of traffic;

Unlawfully operate a motor vehicle and cause or contribute to an accident resulting in death or injury to any person;

Allow an unlawful or fraudulent use of your license or permit;

Are convicted of an offense in another State which, if committed in Illinois, would be grounds for suspension or revocation;

Refuse or fail to submit to an examination as provided in the Drivers License Act, or fail to pass such examination successfully;

Make a false statement or knowingly conceal a material fact in applying for any license or permit;

Display or represent as your own any license or permit not issued to you;

Are found to be ineligible for a license;

Fail to comply with the restrictions imposed on your driving privileges;

Fail to satisfy within 30 days any final judgment rendered against you as the result of a motor vehicle accident;

Wilfully fail, refuse or neglect to make a report of a traffic accident involving death, personal injury or property damage of $100 or more.

VIOLATIONS OF LICENSE PROVISIONS

IT IS A MISDEMEANOR FOR YOU TO:

Display or cause or permit to be displayed or have in your possession any cancelled, revoked, suspended, fictitious, or fraudulently altered license or permit;

Display or represent as your own any license or permit not issued to you;

Lend your license or permit to any other person or to knowingly allow another person to use it;

Fail or refuse to surrender to the Secretary of State, upon his lawful demand, any license issued to you which has been suspended, revoked or cancelled;

Use a false or fictitious name in any application for a license or permit or to knowingly make a false statement or to knowingly conceal a material fact or otherwise commit a fraud in any application for a driver license;

Permit any unlawful use of a license or permit issued to you;

Do any act forbidden or fail to perform any act required under the Drivers License Act.

Unless another penalty is provided in the Drivers License Act, or other laws of this State, every person convicted of a *misdemeanor* for the violation of any provision of the Drivers License Act shall be punished by a fine of not more than $300.

PERJURY

If you make any false affidavit, or knowingly swear or affirm falsely to any matter or thing required by the terms of the Drivers License Act to be sworn to or affirmed, *you are guilty of perjury*. The information you submit on any application for a chauffeur or driver license is given under oath that the information contained in it is true.

DRIVING AFTER SUSPENSION OR REVOCATION

If you drive a motor vehicle on any highway or street of this State when your operator's or chauffeur's license, permit or privilege to drive has been revoked or suspended (unless a restricted driving permit has been issued to you) you can be punished by imprisonment of not less than 7 days or more than 1 year. In addition, you can be fined not more than $1,000.

PERMITTING AN UNAUTHORIZED PERSON TO DRIVE

If you cause, authorize or knowingly permit a motor vehicle owned by you or under your control, to be driven upon any highway or street by a person who is not authorized under the provisions of the Drivers License Act, or who is in violation of any of the provisions of the Act, you are guilty of a misdemeanor.

UNLICENSED DRIVING

Upon a second or subsequent conviction for driving without having been licensed you can be punished by imprisonment for not more than one year, and, in addition, you may be fined up to $1,000.

RECKLESS DRIVING

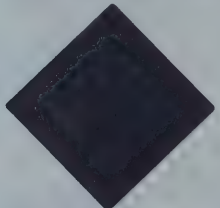
If you operate any motor vehicle with a willful or wanton disregard for the safety of persons or property you are guilty of reckless driving.

Indiscriminate weaving in and out of traffic, making a right or left turn from the wrong lane without regard for PEDESTRIANS or other vehicles, or driving at a speed without regard for existing traffic conditions are examples of reckless driving.

Traffic signs

Traffic signs are designed and installed to help you drive safely, but you must understand exactly what they mean. The shape and color of the sign are important. Even if the lettering cannot be read, because of darkness or fading light, the shape of the sign tells you what to do.

Octagon-shaped (eight-sided, signs always mean Stop



Diamond-shaped signs are always Warning signs

Round signs always mean Railroad Crossing

Triangle signs always mean Yield-Right-Of-Way

OCTAGON-shaped (eight-sided) signs always mean STOP! They are yellow signs with black lettering, or red signs with white or silver lettering. When you approach a STOP sign at an intersection, you must come to a COMPLETE STOP at such sign, or at a clearly marked STOP line, and you MUST yield the right of way to all vehicles on the through highway—or to all pedestrians crossing in compliance with the law—before entering the intersection.

DIAMOND-shaped signs are always WARNING signs. They are yellow signs with black lettering. They warn you to SLOW DOWN because of some danger ahead. They are used to warn you that you are approaching a traffic hazard such as a cross road, a dangerous curve, a divided highway, a STOP sign, or a condition demanding a reduction in normal cruising speed.

ROUND-signs always mean RAILROAD CROSSING ahead. They are yellow signs with black letters and black cross bars.

TRIANGLE-signs always mean YIELD THE RIGHT-OF-WAY. They are placed near the approach to an intersection and you must be prepared to grant the right-of-way to all vehicles on the highway you are going to enter. You must reduce your speed and be prepared to STOP if necessary.

SQUARE-shaped yellow signs always mean CAUTION! They are yellow signs with black letters containing a message of CAUTION.

RECTANGULAR-shaped signs are REGULATORY signs. They are for the purpose of giving you instruction.

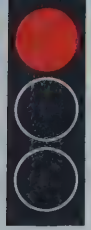
SPEED LIMIT signs are always RECTANGULAR. Such RECTANGULAR-REGULATORY signs are always white with black lettering.

SQUARE WHITE signs are for the purpose of giving you information. They are always white with black lettering.

U S highways are marked like this

State highways are marked like this

County highways are marked like this

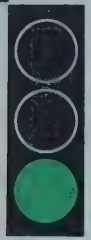


RED LIGHT. Stop—Neither vehicles nor pedestrians facing the signal may cross the intersection. In stopping vehicles *must not* block the pedestrian crosswalk.

GREEN ARROW. This signal appearing with a red light, indicates that motorists may turn cautiously in the direction the arrow is pointing, but they must yield the right-of-way to pedestrians crossing in compliance with the law.

YELLOW LIGHT. Caution—Do not proceed until the light has turned to green, unless you are in the intersection when the light turns yellow. Vehicles and pedestrians caught in the intersection when the yellow light shows should be given the right-of-way until clearing the intersection or a place of safety has been reached.

FLASHING YELLOW LIGHT. Motorists must reduce to a low speed and then cross the intersection with caution, yielding the right-of-way to pedestrians.



GREEN LIGHT. Drivers and pedestrians facing the signal may proceed with the green light. If a pedestrian-walk light is in operation, pedestrians *must* wait for the "*walk*" light.

WALK LIGHT. Pedestrians may move only when such walk light is in their favor. Pedestrians facing such a signal may proceed across the roadway in the direction of the signal and *must* be given the right-of-way by the drivers of all vehicles.

WAIT LIGHT. Pedestrian may not cross the roadway in the direction of a WAIT light, but any pedestrian who has partially completed his crossing on the WALK signal shall proceed to a sidewalk or safety island while the WAIT signal is showing.

FLASHING RED LIGHT. Motorists must come to a *full stop* at the crosswalk—whether marked or unmarked—before proceeding into the intersection, and must yield the right-of-way to pedestrians.

A CAUTION sign to inform you that a road crosses the highway ahead, and while you can expect the right-of-way, you must be alert for traffic entering from either side.

A WARNING sign. You can expect a succession of curves reversing each other ahead, which will not be individually marked with curve signs: Also called S-curves.

A WARNING sign. A sharp turn in the road is ahead. You must slow to the speed shown on the sign placed under this in order to make the turn safely.

A WARNING sign. A reverse curve in the highway is ahead. A speed sign will generally be under it. Do not go faster than the speed shown on it.

A curb or parkway divides the pavement ahead. You should be prepared to adjust your position if necessary to keep to the right of it.

You have been driving on a highway having two lanes in each direction. The sign warns you that the highway ahead has only one lane in each direction.

The highway will be substantially narrower ahead, perhaps abruptly so. You should be prepared to avoid running off the pavement edge.

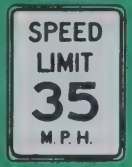
You should drastically reduce your speed and be prepared for the unexpected. Road repairs can present varied situations.

The highway being traveled has been closed ahead. You must be prepared to follow a marked detour.

No left turns permitted. To go left on the highway you are approaching you will have to go over or under a bridge, turn right off the highway you are on and make another right turn onto the cross highway.

You are approaching a bridge or subway which will take you over or under another highway. You will not have to stop if going straight ahead. You cannot turn left from the highway you are on.

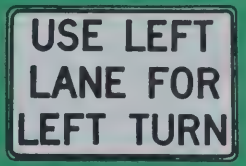
You cannot drive against the direction indicated by the arrow.



This is the ABSOLUTE speed for this portion of the highway. A person driving over the posted speed limit is subject to arrest.

You may not enter a traffic lane or street so marked. It is reserved for traffic coming toward you.

You must not drive continuously in the next-to-center lane of a four-lane pavement.



To make a left turn at the intersection ahead, you should be in the lane nearest the center of the road.

A left turn at such marked intersection is forbidden.

This sign warns drivers that one-way traffic is ending and two-way traffic operation is in effect in the next block. You should adjust your position to the right to allow for it.

A school bus stopped along a highway to load or unload children must not be passed from either direction until the bus resumes motion or the bus driver signals you to proceed. (See School Bus—Page 52.)

When you come to this sign, you will be able to see ahead farther, and passing is permitted if it is safe to do so.

You can expect a single lane of pavement ahead. You must plan your movement into it in accordance with other traffic on the highway or signals from a flagman, if one is present.

A permanently mounted school signal is ahead, which might or might not be flashing a red indication. You must be alert for the presence of school children, slow down and be prepared to stop if the signal starts flashing while you are approaching.

You are approaching a cross highway having a marked route on it. There will be a Stop sign you must obey.

You are about to enter a divided highway from an interchange ramp or you are approaching on the main highway the junction point of an interchange ramp. You will not have to stop but you must adjust your speed and position so as to avoid a collision with any other vehicle.

Do not try to pass a car when the sight distance ahead is limited.

A yellow line on the left side in your traffic lane, means you may not cross it in order to pass another car. You may cross it legally only to make a left turn.

You are approaching a length of highway which will have a speed limit sign carrying a lower limit.

This sign prohibits stopping or parking a vehicle on the pavement.

You are on an expressway. This sign is a warning that if you expect to leave it at the named thoroughfare, you should be in the correct exit lane.

The exit so marked at a grade separation will take you in the direction indicated by the arrow. If you desire to go in the other direction, there will be another exit farther on marked as below.

This sign marks the exit for the other direction.

Traffic regulations

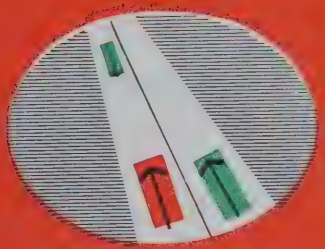
Highway engineers have done everything possible to make the highways safe for driving. If you will observe the highway markings, traffic regulatory signs and signals you will be a much safer driver.

KEEP TO THE RIGHT. You should drive as far to the right side of the road as is possible, except when overtaking and passing another vehicle, when you are preparing to make a left turn, or when the right side of a highway is closed to traffic.

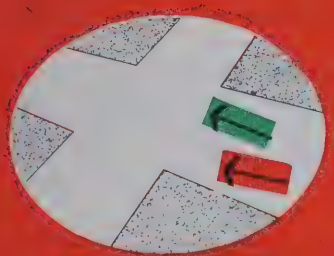
NEVER DRIVE ON THE LEFT SIDE OF THE ROAD IN THE FOLLOWING SITUATIONS:

- *When you are within 100 feet of another vehicle coming from the opposite direction* (1)
- *When nearing or crossing a street or highway intersection* (2)
- *When nearing a bridge, viaduct, tunnel or underpass* (3)
- *At or near railroad crossings* (4)
- *On a hill or curve, or on any other section of the highway where you cannot see sufficiently far ahead* (5 and 6)
- *When the yellow barrier line is on your side of the center line.* (7)

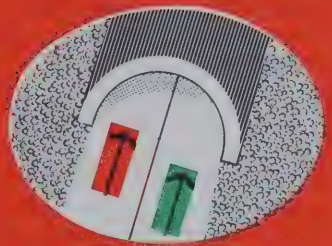
DO NOT PASS AT THESE LOCATIONS



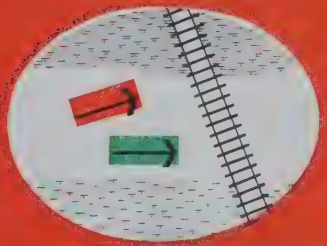
1. APPROACHING



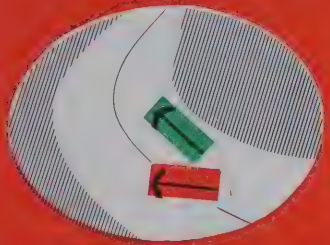
2. INTERSECTIONS



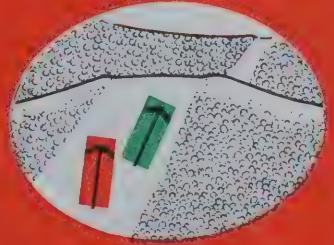
3. BRIDGES, ETC.



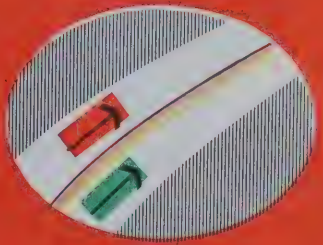
4. RAILROADS



5. CURVES



6. HILLS

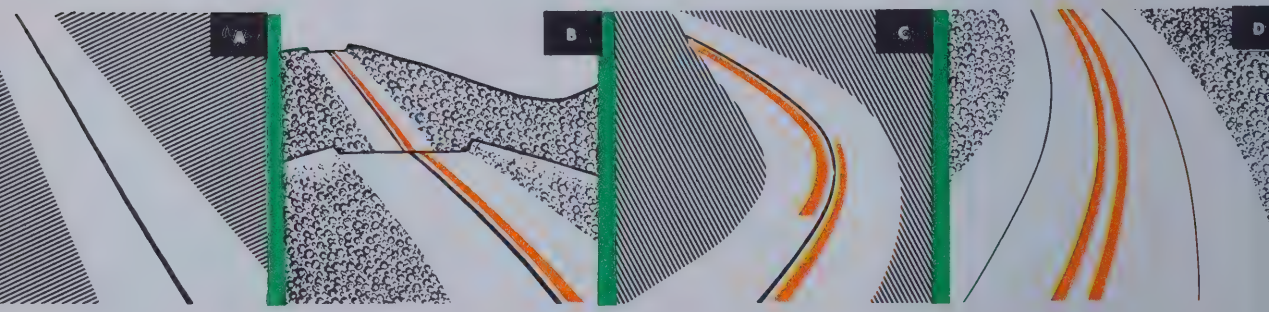


7. BARRIER LINE

ROAD MARKINGS Illinois highways for two lanes of traffic moving in opposite directions, are divided in the middle by a center-line stripe. A black line is used on some concrete pavement and a white-dash line on brick or other darker surfaces. (A) You should never cross this center line except when passing a vehicle proceeding in the same direction, or when making a left turn.

A single YELLOW line or stripe is used to indicate NO PASSING ZONES on hills, curves, or at other hazardous locations. You must never attempt to pass another vehicle when the yellow line is on your side of the highway. (B-C)

Double (two) yellow lines are used to divide a four lane solid type highway. The two lanes on each side of the center of the highway are then divided by a single black or white line. You should drive in the *right hand lane* at all times except when overtaking and passing a vehicle, or when making a left turn. *You must never cross the double yellow line.* (D)



DON'T WEAVE Stay in your own traffic lane. If you have to leave it for any reason, such as turning or passing, make certain that you can do so *safely,* and safety rules call for the proper *signal* before changing lanes.

DON'T FOLLOW TOO CLOSELY You must maintain sufficient distance between your vehicle and the vehicle ahead of you so that you can stop in case of any emergency without colliding. Allow at least one car length for every ten miles per hour of speed. At 30 miles per hour keep at least three car lengths between you and the other vehicle ahead; at 40 miles per hour, four car lengths, etc. Keep as far behind as the pressure of traffic will allow. If you *must* follow closely take extra precaution in watching for trouble ahead.

PASSING When overtaking and passing another vehicle going in the same direction on a two-lane highway *always pass on the left.* Before you cross to the left hand side of the center line, make certain that there is ample time to pass and return to the right hand lane before meeting any car coming from the opposite direction. Sound your horn so the driver you are about to pass will know of your intention, and give a left turn signal for the driver behind you. At night, flash your headlights.

The left rear portion of a car has a *"blind spot."* Most inside rear vision mirrors will not disclose the position of your car to the driver of the car ahead of you when your car is traveling in his *"blind spot."*

See *"DON'T DRIVE IN ANOTHER DRIVERS 'BLIND SPOT'"* —(Page 83).

After passing and before returning to the right hand lane, be sure you have amply cleared the passed car. *Don't cut back too quickly.* Wait until you can see the left front headlight of the car you have passed in your inside rear vision mirror.

Illinois law requires that you be back in the right hand lane before you come within 100 feet of any vehicle approaching from the opposite direction.

Never overtake and pass a car that has stopped at an intersection in order to allow a pedestrian to cross the street. (E)

When a driver behind sounds his horn and indicates his intention of passing, keep as far to the right as possible and DO NOT INCREASE your speed.

TURNING MOVEMENTS

Numerous accidents are caused by drivers who, either through ignorance or negligence, fail to make right or left turns correctly. There are certain steps which all good drivers take before making a turn.

1. Decide on the place where you intend to turn before you reach it. Never make a "last second" turn. It is always dangerous—and it may prove to be fatal.

2. Move into the proper lane as soon as possible. The faster traffic is moving, the sooner you should get into the proper lane.
3. Look behind and to both sides to see where other vehicles may be before you change lanes, then signal your intention of changing lanes.
4. *You must give a left or right turn signal at least 100 feet ahead of your turning point. Hold the signal until you are close enough to the intersection so that persons and vehicles on the cross streets are aware of your intention to turn. Do not hold the signal while making your turn. You need both hands on the wheel.*
5. *Slow down before making the turn and make* the turn at the same speed at which you begin it.
6. *Make the turn correctly.* This will be easy if you are in the proper lane and proceeding slowly enough at the time you begin to turn.
7. Finish your turn in the proper lane.

RIGHT TURNS Give the proper signal at least 100 feet ahead. Approach the corner at which you intend to turn in the extreme right hand lane and stay as close to the curb as possible so that you will still be in the right hand lane when you have completed your turn. *Do not swing wide.* (F) - Page 36.

LEFT TURNS Be in the lane nearest the center of the road at least a half a block before the intersection. Start the turn just to the right of the center of the roadway and complete the turn in the lane nearest, and to the right, of the center of the intersecting street. Where practical, the left turn should be made to the left of the center of the intersection. (G) - Page 36.

TURNING LEFT FROM ONE-WAY ONTO TWO-WAY STREETS

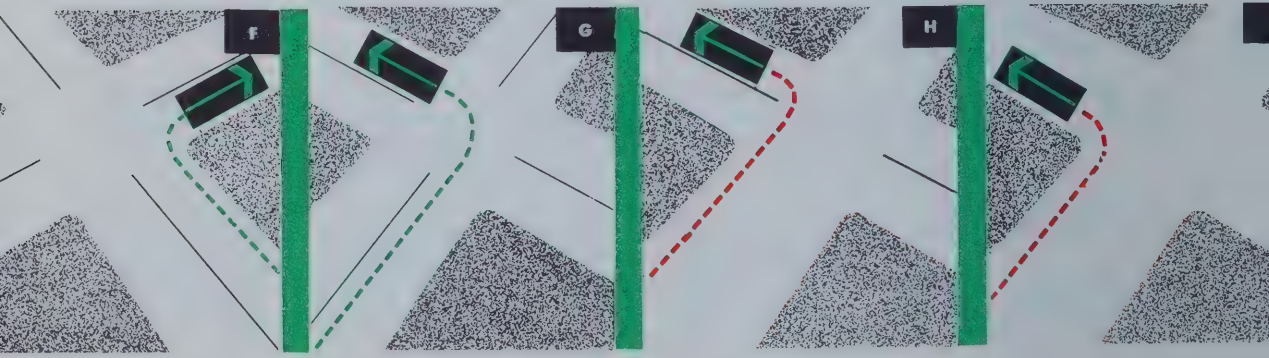
After giving the proper signal, make your approach for a left turn from a one-way street onto a two-way street in that portion of the roadway as close to the LEFT HAND curb or edge of the roadway as is practicable. After entering the intersection make your left turn by keeping to the right of the center line of the roadway you are entering after leaving the intersection. (H)

TURNING LEFT FROM ONE-WAY ONTO ONE-WAY STREETS

Where both streets or roadways are one-way and a left turn is allowed, your safe and correct position, after the proper signal, is as close as practicable to the left hand curb or edge of the roadway. (I)

TURNING LEFT ONTO ONE-WAY STREETS

After giving the proper signal, make your approach for a left turn from a two-way street into a one-way street in that portion of the roadway nearest the center line and in turning left pass as closely as possible to the left-hand curb or edge of the roadway.



COASTING Illinois law prohibits the driver of any motor vehicle, when traveling upon a down grade, from coasting. This means that it is against the law to go down any hill with the gears of your car in the *neutral* position.

SLOW DRIVING Some drivers believe that a slow driver is the safest driver. This is not true. Drivers who drive so slowly as to impede the progress of the vast majority of other vehicles using the same highway are oftentimes responsible for or cause accidents to happen to other drivers. Vehicles behind them are tempted to take chances in order to pass the "slow poke." Illinois law plainly states "No person shall drive a motor vehicle at such slow speed as to impede or block the normal and reasonable movement of traffic. . . "

DIMMING HEADLIGHTS Illinois law requires that you dim your headlights within not less than 350 feet of any vehicle approaching from the opposite direction.

SAFETY ZONES *AT NO TIME MAY YOU DRIVE YOUR VEHICLE THROUGH OR WITHIN A SAFETY ZONE.*

Where a safety zone has been established you may pass a stopped street car or bus, *but you must drive at a reasonable and proper speed and with due caution for the safety of pedestrians.*

Hand Signals

Before you slow down, turn or change lanes, make certain that you can do so safely. Then, let other drivers and pedestrians know what your intentions are by giving the proper hand signal.

The hand signals illustrated are mandatory under Illinois law, unless the vehicle you are driving is equipped with a signal device. The law also requires that such signals must be given at least 100 feet before making your turn, slowing down or stopping. However, even though you have a signal device on your motor vehicle, safe, courteous driving is better served when you also give the proper hand signal.

FALSE SIGNALS

Many careless and thoughtless drivers often drive with their left hand and arm dangling out of the window, or with their left hand clutching the roof of the vehicle. *This is dangerous. Don't do it!* Oftentimes, drivers following or approaching them interpret these gestures as signals. You should keep both hands on the steering wheel at all times, except when giving a true hand signal or preparing to make a turn.

RIGHT TURN *Hand and arm extended upward.* You should extend your left hand and arm out of window and bend it sharply upward at the elbow.

LEFT TURN *Hand and arm extended horizontally.* You should extend your left hand and arm well out of the window and point the index finger in the direction to be taken. You should also use this same signal when you are pulling away from a curb and entering traffic, or when moving from a right hand lane into a left lane to pass another vehicle.

STOP OR DECREASE OF SPEED *Hand and arm extended downward.* You should extend your left hand and arm well out of the window, bent sharply downward at the elbow, the palm of your hand being open and facing backward.

You and the right of way

When to yield the right-of-way is one of the most important Rules of the Road.

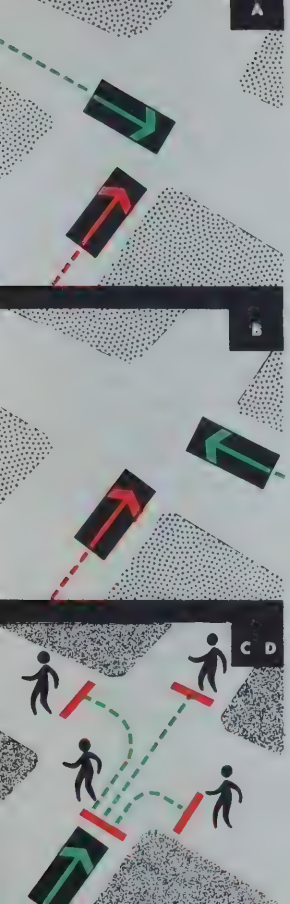
For safety's sake—*Always yield the right-of-way—even when you legally have the right-of-way—if your insistence on such right-of-way might cause an accident.* Your own self-interest is served when you avoid having an accident.

Consequently, the following state laws covering right-of-way are always subject to the law of self-preservation. Don't insist on your right to the right-of-way at the cost of your life—or the life of another person.

The driver of a vehicle *approaching an intersection shall* YIELD the right-of-way to any vehicle that has *entered* the intersection from a different highway. (A)

If two vehicles enter an intersection from different highways at approximately the same time, the driver of the vehicle on the LEFT shall YIELD the right-of-way to the driver on the right. (B)

If you are driving onto or across a through highway, or at an intersection with stop-sign control, you MUST stop and yield the right-of-way to



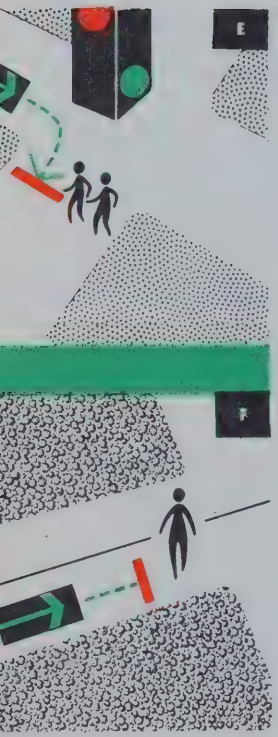
other vehicles proceeding on the through highway in either direction or which are approaching so closely as to constitute an immediate hazard. After having stopped and yielded the right-of-way you may proceed at such time as a safe interval occurs in the flow of traffic.

When facing a RED traffic control signal, FLASHING RED signal, or a STOP SIGN at an intersection, *school crossing* or, a *pedestrian crosswalk between intersections,* you must come to a complete stop before entering the nearest crosswalk *and yield the right-of-way to all pedestrians within the crosswalk or entering the crosswalk from either side of the roadway.* If you are making a right turn or a left turn at such intersection you must *also yield the right-of-way to any pedestrian within a crosswalk.* (C)

If there is a STOP SIGN, a RED traffic control signal light or a FLASHING RED light at an intersection you must come to a *complete stop.* When you come to a stop, make certain that no part of your vehicle obstructs the space set aside for pedestrians to cross the intersection.

When the intersection is controlled only by a STOP SIGN, and after you have come to a complete stop, you must yield the right-of-way to pedestrians crossing the street in compliance with the law. You may enter or cross the intersection *only when it is safe to do so.* (D)

If there is a stop-and-go signal light in operation all motor vehicles and PEDESTRIANS have the right-of-way when proceeding with the GREEN light, unless a pedestrian "walk" or "wait" signal light is also in operation. *Drivers making a right or left turn on the green light must yield the right-of-way to pedestrians within the crosswalk who are proceeding with the green light.* (E)



The driver of a motor vehicle should always slow down or STOP if need be, and yield the right-of-way to any pedestrian crossing the street or highway within any marked or unmarked crosswalk. (F)

At intersections where stop signs are located on all four corners, (four-way stops) the first car to come to a complete STOP should be given the right-of-way. If two or more cars arrive at the intersection and complete their stops at the same time, the car on the right has the right-of-way. (G)

In making a left turn at *any* intersection, the driver making such a left turn must yield the right-of-way *to all pedestrians crossing in compliance with the law* and to any vehicle approaching from the opposite direction which is within the intersection or so close to the intersection so as to constitute an immediate hazard. (H) The driver making the left turn, after having so yielded, and after having given the left turn signal as required by law, may make such left turn. The drivers of all other vehicles approaching the intersection from the opposite direction must then yield the right-of-way to the driver making the left turn.

The driver of a motor vehicle about to enter or cross a street or highway from a private roadway, driveway or alley must stop before driving onto a sidewalk and yield the right-of-way to ALL pedestrians, and upon entering the roadway, shall yield the right-of-way to ALL vehicles approaching on the highway from either direction and so close as to constitute an immediate hazard.

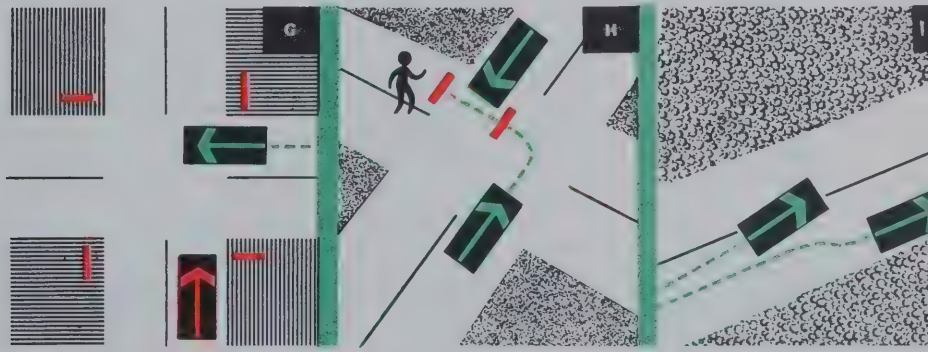
In making either a right or left turn at any intersection, the driver of a motor vehicle must yield the right-of-way to ALL PEDESTRIANS crossing the intersection in compliance with the law.

The driver of any motor vehicle leaving a parked position should be careful to give the right-of-way to all moving traffic.

If a PEDESTRIAN or a motor vehicle has *already progressed* into an intersection and the signal light changes, such PEDESTRIAN or motor vehicle should be given the right-of-way until the intersection has been crossed or a place of safety has been reached.

Slow moving vehicles should yield the right-of-way to all vehicles approaching from the rear. (I)

Regardless of who has the right of way, the drivers of vehicles must always exercise due care to avoid colliding with any pedestrian and they must always exercise a high degree of caution when they observe any child, or any confused or incapacitated person, upon a street or highway.



Speed

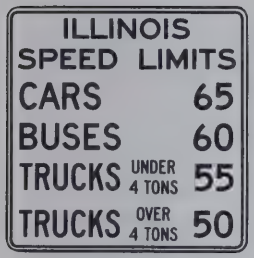
Speed is a serious factor in many of the deaths which result from accidents. Speed is not always, in itself, the primary cause, but coupled with other difficulties it becomes the added ingredient which turns a minor mishap into a death or serious injury.

The real danger of excessive speed lies in the increased severity of accidents. The probability of death to car occupants increases out of proportion to the increase of speed.

A car traveling 20 miles an hour has the same energy and destructive power as if it were dropped to the ground from the roof of a one-story building. At 40 miles an hour this is comparable to a drop from a four-story building. At 60 miles an hour the force and destructive power is comparable to driving the car from the roof of a ten-story building! The 20 miles per hour increase in speed (from 40 MPH to 60 MPH) more than DOUBLES the destructive power of the vehicle.

The new Illinois speed law sets an ABSOLUTE limit for all highways maintained by the State in rural and urban districts. Under the new law the driver must prove that he was not exceeding the posted limits.

In the new law areas are no longer designated as "business, residential or suburban district." These terms have been replaced with "urban districts"



and "outside urban districts." The law defines an urban district as *". . . the territory contiguous to and including any street which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of a mile or more."* THE HIGHEST SPEED LIMIT IN URBAN DISTRICTS FOR ALL VEHICLES IS 30 MILES PER HOUR.

Unless highways are otherwise posted speed limits outside urban districts for various vehicles are:

CARS	**65 MPH**	**TRUCKS (under 4 tons)**	**55 MPH**
BUSES	**60 MPH**	**TRUCKS (over 4 tons)**	**50 MPH**

These limits are not an invitation to all drivers to drive at those speeds. They represent the MAXIMUM or top speed at which a vehicle may be driven under normal conditions. The fact that the speed of any motor vehicle is less than the maximum rate does not relieve a driver from the responsibility of decreasing his speed when approaching and crossing an intersection, going around a curve or over the crest of a hill, or when special hazards exist with respect to pedestrians or other traffic, or when on a winding road or in any other dangerous zone, or when weather conditions make driving hazardous.

A speed of 20 miles per hour in a 30 mile per hour zone at certain times and under certain traffic or weather conditions MAY BE A VIOLATION OF LAW.

SPEED AND STOPPING DISTANCES

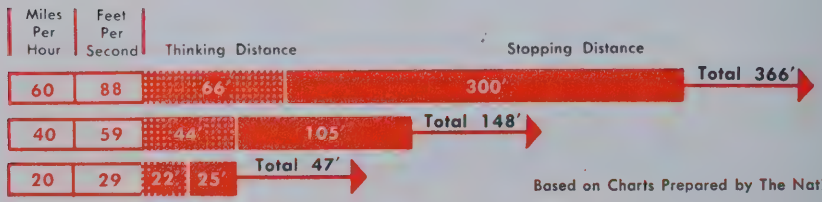
To stop a moving vehicle, three separate acts are required: First, the eye must see the danger; Second, the brain must command the foot to apply the brakes; Third, the foot must move to the brake pedal and apply sufficient

force to put the brakes into operation. This is known as the "Reaction Time."

Tests have shown that the reaction time of the average driver ranges from three-quarters of a second to as much as one and one-half seconds. At 60 miles per hour a motor vehicle is traveling 88 feet per second!

Look at the illustrated table. "Thinking distance" means the distance traveled while doing the three acts mentioned above!—Your "Reaction Time" to potential danger. The next set of figures in the diagram is the *"braking distance,"* which means the distance traveled after the brakes have been applied. These tests were made with four-wheel brakes in good condition on a dry, level-surfaced highway. To find the total stopping distance required at the various speeds add both sets of figures. At 70 miles per hour—under perfect driving conditions—it takes expert drivers almost *twice the length of a football field* to stop a car!

Added to the above "reaction time" and "braking distance" is the fact that many drivers are not physically or mentally equipped to drive a motor vehicle at high speeds. For the average driver, and most drivers are average, high speed driving is not safe. Your top driving speed should NEVER exceed the limits of your driving abilities.



Based on Charts Prepared by The National Safety Council.

Stop Lights, Flashing Red Lights, Stop Signs

When the RED light on a traffic control (STOP-and-GO light) is *facing* you at an intersection, or at any location between intersections, you must come to a COMPLETE STOP.

When a FLASHING RED light is *facing* you at an intersection, or at a crosswalk between intersections, you must come to a COMPLETE STOP.

When a STOP sign is *facing* you at an intersection, or between intersections, you must come to a COMPLETE STOP.

In each instance mentioned above, you MUST STOP YOUR VEHICLE BEFORE ENTERING THE NEAREST CROSSWALK, OR AT THE POINT INDICATED BY A CLEARLY VISIBLE LINE OR MARKING ON THE PAVEMENT SHOWING WHERE THE STOP SHALL BE MADE. If there is no line or marking, STOP EVEN WITH THE TRAFFIC SIGNAL, or at the point nearest the intersecting roadway where you have a view of approaching traffic.

AFTER COMING TO A COMPLETE STOP, ALWAYS YIELD THE RIGHT-OF-WAY TO PEDESTRIANS WHO ARE CROSSING THE STREET OR ROADWAY IN COMPLIANCE WITH THE LAW.

PEDESTRIAN DUTIES

Pedestrians THEIR DUTIES AND RIGHTS

Each year thousands of pedestrians are killed or seriously injured by motor vehicles. Almost one-third of all the persons killed in traffic accidents are pedestrians. Many pedestrians apparently fail to realize that they cannot compete with a motor vehicle—and stay alive. Elderly persons particularly, have not adapted themselves to the age of the high speed motor vehicle. Nor can children be depended upon to know and obey the simple rules of safety. Unfortunately—and this is something that every driver should always remember—the safety of the average pedestrian rests in his hands.

Pedestrians must obey all traffic regulations and signals.

Pedestrians must not cross the street against the red light.

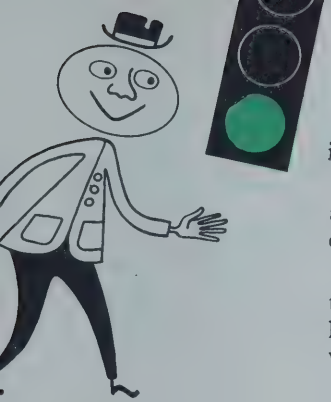
Pedestrians must not cross the street between intersections, or in the middle of the block. When they do, they yield the right-of-way to all moving vehicles—and they may lose their lives!

Wait on the sidewalk—not in the street—for the light to turn green.

It is against the law to walk on a highway if there is a sidewalk, *and you must face the traffic approaching from the opposite direction.*

It is against Illinois law to stand in the roadway for the purpose of soliciting a ride from the driver of any vehicle. *No hitch-hiking.*

Do not step into the street from between or behind parked cars.



After alighting from a bus or street car, wait and cross the street behind it. *Do not cross in front of it!*

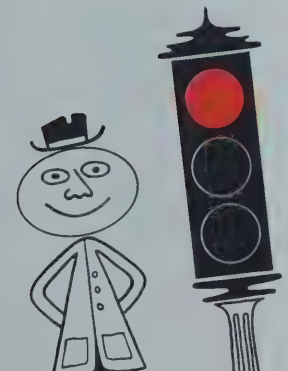
Pedestrian walk light—Pedestrians facing such a signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

Pedestrian wait light—No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the wait signal is showing.

When walking on the street or highway at night, wear light colored clothing that will reflect light—carry a light—or tie a white handkerchief around your left arm.

REMEMBER—when you step out of your automobile *you are a pedestrian! Don't enter or alight from a motor vehicle on the street side.*

PEDESTRIAN RIGHTS



Pedestrians crossing a street or highway in compliance with the law at a crosswalk at an intersection—whether marked or unmarked—have the right-of-way over all vehicles.

Where stop signs or flashing red signals are in place at an intersection, or at a plainly marked crosswalk between intersections, the drivers of all vehicles must stop before entering the nearest crosswalk and yield the right-of-way to any pedestrians within or entering the crosswalk from either side. The drivers of such vehicles having so yielded the right-of-way to pedestrians entering or within the nearest crosswalk at such intersection MUST ALSO YIELD THE RIGHT-OF-WAY TO ANY PEDESTRIAN WITHIN ANY OTHER CROSSWALK AT SUCH INTERSECTION.

Any blind person carrying a white cane in a raised or extended position, or being guided by a dog, *shall have the right of way in crossing any street or highway whether or not traffic is* controlled by traffic signals. The driver of a vehicle must come to a *full stop* and take such precautions as may be necessary to avoid injury to the blind person.

Uniform Act Regulating Traffic on Highways. (Art. X, Sec. 75a)

A cherished ball rolls out onto a street, closely pursued by its pint-sized owner. Some of the most exciting races in history are run on the way to and from school, often past the safety of the sidewalk. And hopscotch boxes are nearly always drawn only a laugh away from a fast moving stream of traffic. Children are a driving hazard that no road sign or traffic signal can possibly control. There is only one safe rule to follow:

ALWAYS BE ALERT FOR CHILDREN

YOU HAVE MORE THAN A WHEEL IN YOUR HANDS!

The action of children—like the wind—is unpredictable.

Sometimes the driver at the steering wheel forgets. His hands grip the circle of plastic, but his mind is miles away.

Then—a boy tries to beat the first bell, and doesn't remember how he was taught to cross a street.

A little girl pushes her way out of the yellow school bus and races toward her afternoon milk and cookies.

A gang of happy small fry let off steam on the way home from school.

When children are playing on the sidewalks or near the street, a driver must go slowly, extra slowly.

A flashing red signal in a school zone means STOP—CHILDREN ARE CROSSING—OR ABOUT TO CROSS—THE STREET.

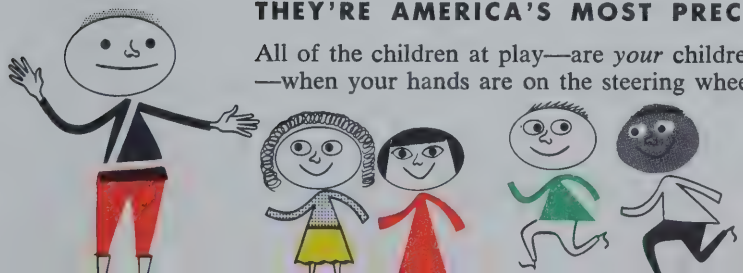
Only a driver with his mind on the job can save them.

Why does a driver have more than a wheel in his hands?

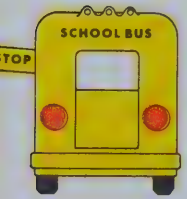
Look at children for a moment, and you know why!

THEY'RE AMERICA'S MOST PRECIOUS ASSET!

All of the children at play—are *your* children. Their fate is in your hands —when your hands are on the steering wheel of a car.



School Buses



Illinois law demands that a person who intends to act as a chauffeur of a school bus *must be at least 21 years of age* and be licensed as a chauffeur by the Secretary of State. The person must meet certain health standards adopted by the Superintendent of Public Instruction and pass the special school bus chauffeur examination devised by that department.

A manual for school bus drivers, completely outlining the qualifications and requirements, may be obtained by writing to the Superintendent of Public Instruction, Springfield, Illinois.

School bus means every motor vehicle carrying more than seven persons operated by or for a public, governmental, private or religious school solely for the transportation of pupils in connection with any school activity.

APPROACHING, OVERTAKING or PASSING SCHOOL BUSES

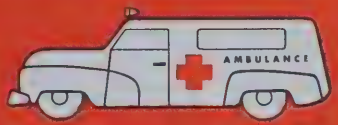
Illinois law demands that the driver of any vehicle must STOP upon meeting or overtaking any plainly marked school bus which has stopped for the purpose of receiving or discharging children. This also applies to drivers of vehicles coming toward a school bus. No driver may pass a school bus—*from either direction*—while children are alighting from or boarding it.

The driver of any vehicle approaching or overtaking a school bus which has stopped to pick up or discharge children, after coming to a complete stop should not proceed until the school bus has resumed motion, or the driver of the school bus has signaled to proceed.

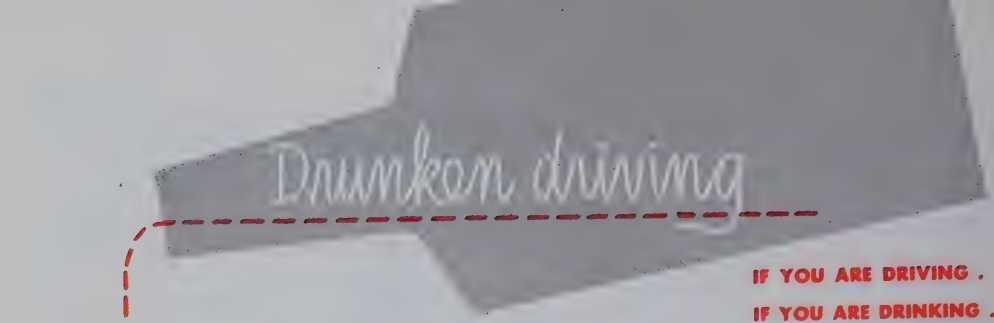
This requirement to stop—under Illinois law—applies *even where the stopped school bus is on the other side of a wide highway,* unless the highway

is divided from traffic moving in the opposite direction by a strip of ground which is not surfaced or is not suitable for vehicular traffic. A driver need not stop his vehicle when driving upon a controlled access highway if a school bus is stopped in a loading zone adjacent to the surfaced or improved part of the controlled access highway where pedestrians are not permitted to cross such controlled access highway.

Emergency Vehicles

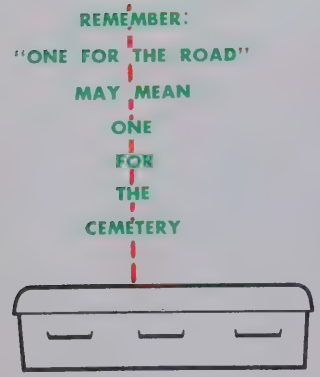


When you hear the siren and see the red lights of an emergency vehicle, yield the right-of-way by pulling over to the right-hand curb clear of any intersection, stop, and remain stopped until all emergency vehicles have passed—unless a police officer gives you different instructions. You may not follow closer than 500 feet behind any fire apparatus driving in response to a fire alarm.



IF YOU ARE DRIVING . . . DON'T DRINK!

IF YOU ARE DRINKING . . . DON'T DRIVE!



Illinois law provides that any person convicted of driving while under the influence of intoxicating liquor shall be punished by *imprisonment of not less than 2 days nor more than one year, or by a fine of not less than one-hundred dollars ($100) nor more than one thousand dollars ($1,000) or by both fine and imprisonment.* On a second or subsequent conviction for driving while intoxicated the driver shall be punished by *imprisonment for not less than ninety days nor more than one year, and, in the discretion of the court, a fine of not more than one thousand dollars ($1,000).*

The Illinois Drivers License Act makes it mandatory upon the Secretary of State to revoke the license or permit of an operator or chauffeur upon receipt of a report that such operator or chauffeur has been convicted of driving while intoxicated. After such revocation the person is denied the privilege of driving a motor vehicle for a period of one year, and may not apply for a new driver or chauffeur license until one year from the date of revocation. Even then, the Secretary of State is empowered to withhold issuance of a driver or chauffeur license to such person unless he is satisfied after investigation that to grant the privilege of driving a motor vehicle on the highways to such person will not endanger the public safety or welfare.

Motorcycles

MOTOR-BIKES & MOTOR-SCOOTERS

Operators of motorcycles, motor-bikes and motor-scooters are subject to all laws regulating motor vehicles. They must be licensed as operators or chauffeurs, only if the vehicle's motor produces in excess of 5 brake horse power. The motorcycle, motor-bike or motor-scooter must bear current valid Illinois registration plates.

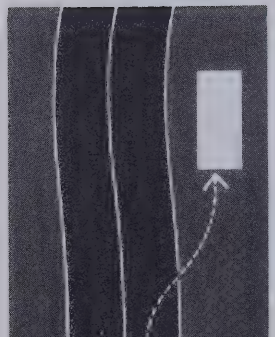
If you operate a motorcycle, motor-bike or motor-scooter on the highway or street, you are granted all the privileges and are subject to all of the duties applicable to the driver of any other type of motor vehicle. You must obey all traffic regulations, stop signs and signal lights.

Your motorcycle, motor-bike or motor-scooter must be equipped with a brake, one headlight exhibiting a white, yellow or amber tinted light visible for at least 500 feet, and a red light on the rear which must be visible from the rear at 500 feet. It must also be equipped with a horn, in good working order, audible under normal conditions at a distance of 200 feet.

Illinois law also requires that the person operating a motorcycle shall ride only upon the permanent and regular seat. No other person may ride with the operator of a motorcycle unless such motorcycle has been designed to carry more than one person. If the motorcycle has been designed to carry more than one person a passenger may ride upon the permanent and regular seat if the seat was designed to carry two persons, or upon another seat firmly attached to the rear or the side of the motorcycle.

Parking

Illinois law demands that a driver, after parking a vehicle, must stop the engine, lock the ignition and remove the key. If you are parking on a hill or a perceptible grade, under Illinois law, you must set your brakes. If you are parking downhill, you must turn the front wheels of your vehicle toward the curb or the side of the highway. If you are parking uphill, turn your front wheels away from the curb and allow your vehicle to go back until the back of your front wheels are securely resting against the curb. On highways where there is no curb, turn your front wheels sharply toward the *right,* just as you would do when parking headed downhill.

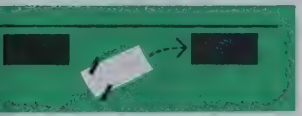


Never park on the paved or improved part of any highway outside of urban districts. If you must stop your vehicle drive completely off the road. If conditions are such as to make it impossible to pull off the roadway, such as a soft shoulder or a deep ditch, you must be certain that you leave a clear and unobstructed width of highway on the left side of your car to allow for the passage of other vehicles. *Do not park close to the crest of a hill or on a curve.* You should always park so that your vehicle is clearly visible to cars approaching from either direction. At night, make certain that your parking lights and taillights are on, unless you are parked in a parking space where no lights are required.

Wise motorists carry emergency red flares in their vehicles in case of enforced stops on dark highways at night. One is placed 100 feet in front of the vehicle and the other 100 feet in the rear.

Steps in Parallel Parking

Stop even with car ahead; turn wheel sharp right and back slowly toward car behind.



When clear of car ahead turn wheel sharp left and back slowly to car behind.

Turn wheel sharp right and pull toward curb in center of parking space.

IT IS AGAINST THE LAW TO PARK:

On a sidewalk.

In front of a private or public driveway.

Within any highway or street intersection.

Blocking a pedestrian crosswalk.

Within 20 feet of a pedestrian crosswalk at an intersection.

Within 30 feet upon the approach to any flashing signal, stop sign or traffic control signal located at the side of the roadway.

Between a pedestrian safety zone and the adjacent curb, or within 30 feet of the points on the curb immediately opposite the ends of the safety zone, unless local authorities, by signs or markings, indicate a different distance or length.

Within 50 feet of any railroad grade crossing.

Within 20 feet of the driveway entrance to any fire station, or on the opposite side of the street within 75 feet of the driveway entrance.

Within 15 feet of a fire hydrant.

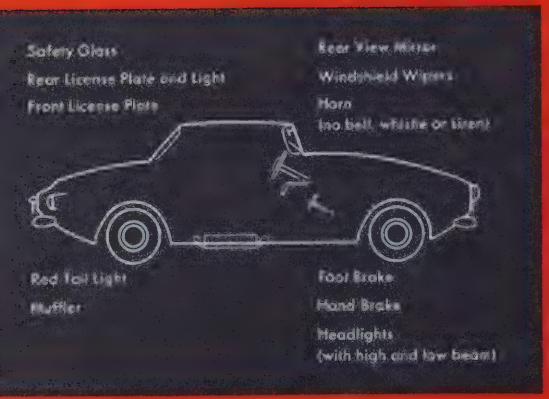
Alongside of, or opposite, any street excavation or obstruction when such parking would impede traffic.

On the roadway side of any vehicle parked at the edge or curb of the street. (Double-Parking)

Upon any bridge or other elevated structure on a highway, or within any highway tunnel or underpass.

At ANY place where official signs prohibit parking.

Your Motor Vehicle



The driver of an automobile or truck is no better than the mechanical condition of his vehicle. Cars or trucks in bad mechanical condition are a menace to every person, pedestrian or driver, using the highways. For safety's sake, your motor vehicle should have a thorough inspection every six months. Never start out on a long motor trip without having your vehicle's brakes, tires, etc., checked by experienced mechanics.

Illinois law demands—for the sake of safety—that your vehicle have certain equipment. The law also lists other equipment you *may* have on your vehicle and equipment you *must not* have.

REQUIRED EQUIPMENT

Two headlights, throwing either a white light or a yellow or amber tinted light with the beam visible a distance of at least 500 feet, and at least one red tail light visible for 500 feet to the rear. Your headlights and taillight must be lighted during the period from sunset to sunrise, if you are driving on the highway or street.

A horn that is audible under normal conditions for at least 200 feet.

When a car or truck is so constructed or loaded as to obstruct the driver's vision to the rear it must be equipped with a rear-vision mirror located in such fashion as to afford the driver visibility at least 200 feet to the rear.

The windshield must be unobstructed and equipped with a windshield wiper.

Illinois law demands that your vehicle be equipped with safety glass.

Your motor vehicle must have two separate means of applying braking power, that is, a foot brake and a hand brake. Each device shall be constructed so that it will apply braking power to at least two wheels. The foot brake must be capable of stopping the car within 30 feet when traveling at 20 miles per hour. The hand brake must also be capable of holding the vehicle on a grade.

Every motor vehicle must be equipped with a muffler in good working order and constantly in operation to prevent excessive or unusual noise and annoying smoke.

Illinois law demands that owners of vehicles registered in this state must display current valid registration plates (license plates) one in the front of the vehicle and one on the rear. The license plate at the rear of the vehicle must be firmly attached and during the hours of darkness it must be lighted so as to be legible from a distance of 50 feet.

Illinois law requires that every new motor vehicle sold in the state must be equipped with a signal device for indicating the intention of the driver to turn to the right or left.

Illinois law specifically states ". . . It is unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle . . . which is in such unsafe condition as to endanger any person or property, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this article, or which is equipped in any manner in violation of this article . . ." (Article XV, Section 102a, Uniform Act Regulating Traffic on Highways)

EQUIPMENT YOU MAY HAVE

You may have *one* spotlight on your car, provided it is aimed in such fashion that it does not interfere with the vision of an approaching driver and the beam does not extend more than 100 feet ahead.

You may have not more than two fender or cowl lamps which emit a white or amber light without glare.

You may have not more than one running board courtesy lamp on each side of the vehicle.

EQUIPMENT YOU MUST NOT HAVE

You must not have any red light visible from the front of your vehicle.

You must not have a bell, siren or whistle of any type on your vehicle.

You must not have a muffler cut-out or similar device on your vehicle.

Flashing lights, except those used to indicate a right or left turn or stop are prohibited by law.

COMMERCIAL DRIVER TRAINING SCHOOLS

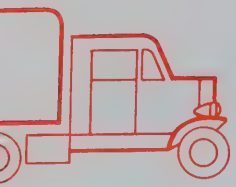
After Jan. 1, 1958, every person, firm, association or corporation operating a driver training school or engaging in the business of giving instruction for hire in the driving of motor vehicles or in the preparation of an applicant for an operator's or chauffeur's license examination shall be licensed by the Secretary of State.

The law also provides that all commercial driving instructors must pass an examination prescribed by the Secretary of State. Such examination shall include knowledge of traffic laws, safe driving practices, operation of a motor vehicle and qualifications to act as such teacher. The Secretary of State is also authorized to establish standards for the eligibility, conduct and operation of driver training schools.

The Act specifically prohibits any commercial driver training school or instructor from representing himself or his school as an agent or employee of the Secretary of State. It further prohibits all advertising designed to lead, or which would reasonably have the effect of leading, persons to believe that such commercial driver training school is in fact an employee of or representative of the Secretary of State.

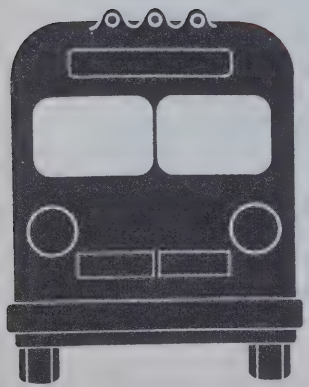
The Act also provides that the Secretary of State may cancel, suspend, revoke or refuse to renew any driver training school license or driver training instructor license for certain specified violations of law.

The provisions of this section of the Act do not apply to public schools or educational institutions in which driving instruction is part of the curriculum. Nor does it apply to automobile dealers or their salesmen who are giving instructions *without charge* to purchasers of motor vehicles, or to employers giving instructions to their employees.



Chauffeur, Bus & Truck

REGULATIONS



Illinois defines a chauffeur as any "person who is employed by another for the principal purpose of driving a motor vehicle and every person who drives a school bus transporting school children or any vehicle when in use for the transportation of persons or property for compensation."

The 1957 General Assembly placed special restrictions upon the types of chauffeur licenses to be issued by the Secretary of State. In the future, chauffeur licenses "shall indicate the classification for which the applicant therefore has qualified by examination or by such other means that the Secretary of State shall prescribe. A chauffeur's license classification *shall state the types or weights of vehicles which may be operated . . .*"

No person who is under the age of 21 years shall drive any school bus when transporting persons, or any motor vehicle when it is being used for the transportation of persons for compensation. All chauffeur licenses issued to persons under the age of 21 carry this specific prohibition.

The following classifications have been established for chauffeur licenses:

MINIMUM LEGAL AGE FOR CHAUFFEURS:
Classes A, B, C, and D.....18 years.
Classes E and F.....21 years.

A—All vehicles EXCEPT Classes E and F, but including double-bottom combinations.

B—All vehicles EXCEPT double-bottom combinations, heavy construction equipment and Classes E and F.

C—All vehicles EXCEPT tractor-trailer combinations, heavy construction equipment and Classes E and F.

D—All vehicles of less than 14,000 pounds gross weight (including weight of vehicle and load) EXCEPT Classes E and F.

E—School buses, commercial buses and all vehicles in Classes D and F.

F—All passenger vehicles, taxicabs and liveries, EXCEPT when used as school buses.

Illinois law demands that chauffeurs driving vehicles carrying passengers for hire must come to a complete stop at all railroad crossings, within 50 feet but not less than 10 feet from the nearest rail, and shall listen and look in both directions for an approaching train and not proceed until they can do so safely.

The speed limit in Illinois for buses carrying more than seven passengers is 60 miles per hour.

The speed limit for trucks having a gross weight of less than 4 tons, including the weight of the vehicle and its maximum load, is 55 miles per hour.

The speed limit for trucks having a gross weight of over 4 tons, including the weight of the vehicle and its maximum load, is 50 miles per hour.

The maximum load limit permitted on the axle of any truck or bus is 16,000 pounds; on concrete paved state highways, or others designated by the Illinois Division of Highways, the limit may be increased to 18,000 pounds.

The maximum width of any vehicle is 8 feet; the maximum height is 13 feet 6 inches.

No single vehicle, empty or loaded, shall exceed 42 feet extreme over-all dimensions.

No combination of truck-tractor semi-trailer, or truck-tractor semi-trailer and one trailer, empty or with load, shall exceed 50 feet extreme over-all dimensions.

Trailers or semi-trailers having a gross weight of more than 3,000 pounds must be equipped with brakes, adequate to control the movement of and stop and hold such vehicles when applied by the driver of the vehicle towing the trailer or semi-trailer. The brakes on trailers and semi-trailers must be designed so that in case of the accidental breakaway of the towed vehicle the brakes will be applied automatically.

Operators of trucks using the highway outside of a business or residential district must carry at least three red warning flags, and at least three red warning flares, or electric lanterns or other signals capable of continuously producing three warning lights, or not less than three red emergency reflectors

conforming to the specifications prescribed by the Interstate Commerce Commission. These signal lights must be visible for a distance of at least 500 feet and capable of operating for a period of at least 12 hours.

Vehicles carrying or transporting explosives must be marked or placarded on each side and the rear with the word "EXPLOSIVES" in letters not less than 8 inches high, or there shall be displayed on the rear of such vehicle a red flag not less than 24 inches square marked with the word "DANGER" in white letters 6 inches high. Vehicles transporting explosives must also be equipped with at least two fire extinguishers, filled and ready for immediate use and placed at a convenient point on the vehicle and must carry red warning flags and flares or electric lanterns capable of producing a red light.

Whenever a truck or bus is disabled during the period between sunrise and sunset and cannot be immediately removed from the highway, the driver, or other person in charge of such vehicle shall cause red warning flags to be placed upon the highway. One is to be at a distance of approximately 200 feet in advance of such vehicle and one each at a distance of approximately 200 and 100 feet respectively to the rear of the vehicle.

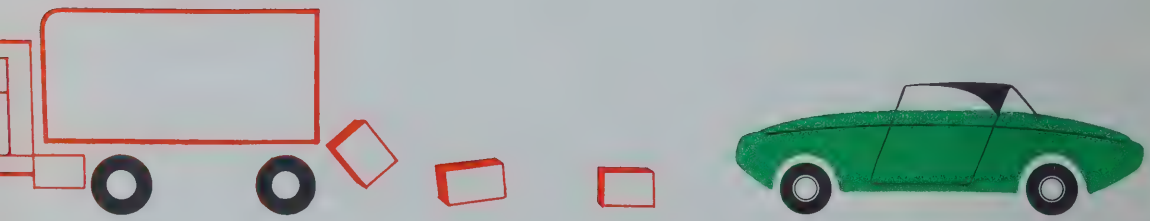
If a truck or a bus is disabled on the highway during the period from sunset to sunrise and cannot be immediately removed, the driver or other person in charge of the vehicle shall cause flares, lanterns, red reflectors, or other signals to be lighted and placed upon the highway, one at a distance of approximately 100 feet in advance of the vehicle, one at a distance of approximately 100 feet to the rear of the vehicle, and the third upon the roadway side of the vehicle.

No vehicle shall be driven on any highway unless such vehicle is so constructed or loaded as to prevent any of its load to drop, sift, leak or

otherwise escape to the roadway. No person shall operate any vehicle on any highway with any load unless the load and any covering is securely fastened so as to prevent the covering or load from becoming loose, detached, or in any manner a hazard to the other users of the highway.

No vehicle in excess of the legal length, width, height or maximum weight allowance shall be operated on any highway in Illinois without a special permit in writing from the Illinois Division of Highways.

The driver of any truck or bus, when traveling upon a highway outside of a business or residential district, shall not follow within 300 feet of another such vehicle, except when overtaking or passing.



If you are involved in an accident

- ★ **STOP IMMEDIATELY**
- ★ **RENDER ALL POSSIBLE AID TO THE INJURED**
- ★ **GIVE ALL NECESSARY INFORMATION**
- ★ **REPORT THE ACCIDENT TO THE ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS AND YOUR INSURANCE COMPANY**

"Accidents will happen," but most motor vehicle collisions are *caused* through ignorance, carelessness, recklessness or negligence.

Illinois law demands that the driver of any vehicle involved in an accident resulting in injury or death, or involving damage to another vehicle, *must stop immediately,* as close to the scene of the accident as is possible without unduly blocking traffic.

If persons have been injured the driver should render all possible first aid and send immediately for medical assistance, or make arrangements for the injured to be taken to a physician or surgeon, or the closest hospital, for medical or surgical treatment.

The driver must remain at the scene of the accident until he has furnished the other party to the accident his name, address, the license number of his vehicle and, if available, he shall exhibit his operator or chauffeur license.

If the accident involves injury or death, or property damage amounting to $100 or more the parties involved in the accident MUST, under the law, file a report of the accident with the

Illinois Department of Public Works and Buildings
Division of Highways
Bureau of Traffic
405 East Washington
Springfield, Illinois

Such report forms are obtainable from the Division of Highways and should be filed as soon as possible, but in no case should the report be filed later than ten days after the accident.

Any driver involved in an accident on which a report must be made, and who wilfully fails, refuses or neglects to make such a report to the Department of Public Works and Buildings, may have his operator's or chauffeur's license suspended by the Secretary of State.

STRIKING AN UNATTENDED VEHICLE OR FIXTURE

If a driver of a vehicle strikes an unattended vehicle, or a fixture upon or close to the street or highway, he MUST attempt to locate the owner or person in charge of the damaged property immediately and furnish such person his name, address, vehicle license number and, if available, exhibit his operator or chauffeur license. If it is impossible to find the owner or person in charge of a damaged vehicle, the driver is required by law to leave his name, address, vehicle license number and a statement of the circumstances in a conspicuous place where it will be readily found by the owner.

PENALTY FOR LEAVING THE SCENE OF AN ACCIDENT

Illinois law provides for a severe penalty upon conviction of leaving the scene of an accident in which death or personal injuries were suffered by any

person. A driver who fails to stop at the scene of an accident in which his vehicle was involved and in which a person was killed or injured, may, upon conviction, *be sentenced to not less than 30 days nor more than 1 year in jail.* In addition to the jail sentence the driver may also be fined up to $1,000. The law also provides that the Secretary of State MUST revoke the operator or chauffeur license or permit of any person convicted of leaving the scene of an accident.

ACCIDENT REPORTS CONFIDENTIAL

Section 44, Article IV of the Uniform Act Regulating Traffic on Highways:

Sec. 44. Accident Reports Confidential.—All required accident reports and supplemental reports shall be without prejudice to the individual so reporting and shall be for the confidential use of the department except that the department may disclose the identity of a person involved in an accident when such identity is not otherwise known or when such person denies his presence at such accident. No such report shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the department shall furnish upon demand of any person who has, or claims to have made such a report, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department solely to prove a compliance or a failure to comply with the requirement that such a report be made to the department.

THE SAFETY RESPONSIBILITY LAW

The Illinois Safety Responsibility Law requires that any driver involved in a motor vehicle accident in which a person was killed or injured, or in which property damage of more than $100 was suffered, must post security acceptable to the Secretary of State or other evidence of his ability to pay damages arising from a possible law suit.

A driver, or an owner, reporting an accident to the Department of Public Works and Buildings may establish proof of his ability to pay damages by presenting evidence that public liability and property damage insurance was in force at the time of the accident. Failure on the part of the owner or driver to present such evidence of public liability and property damage insurance will cause the Department of Public Works and Buildings to certify the owner, and the driver if he is a person other than the owner, to the Safety Responsibility Division of the Secretary of State's office. If the driver of the motor vehicle fails to comply with the law by posting such security or other evidence within 30 days after certification his driving privileges are suspended. Failure on the part of an owner of a motor vehicle to comply with this provision of the Safety Responsibility Law will cause the Secretary of State to suspend the registration of *all* motor vehicles owned by him and the current valid license plates on all such motor vehicles must be surrendered to the Secretary of State. The motor vehicles MAY not be registered while such suspension is in effect.

The total amounts of financial responsibility which an owner, or a driver, involved in such accident must prove are—

1. Ten thousand ($10,000) for death or bodily injury to one person;
2. Twenty thousand dollars ($20,000) for death or bodily injury to more than one person;
3. Five thousand dollars ($5,000) for damages to property.

If an owner, or a driver, is unable to present evidence of public liability or property damage insurance being in force in the amounts listed above at the time of the accident, or is unable to post the required security or other-

wise place himself in compliance with the Safety Responsibility Law, his operator or chauffeur license or permit and all motor vehicle registrations in his name are suspended until—

1. One year has elapsed since the date of the accident and no suit for damages as a result of the accident is pending; or,

2. No judgment resulting from the accident remains unsatisfied; or,

3. A release from liability with respect to all claims for injuries or damages resulting from the accident has been obtained from all parties involved in the accident and filed with the Secretary of State; or,

4. His case has been finally adjudicated and a judgment entered in his favor.

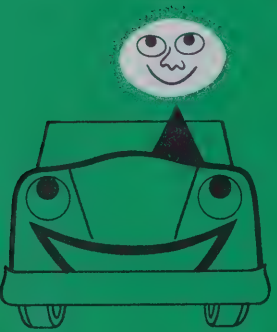
A driver, or an owner, who complies with the law by posting the amount of security required may, after a year from the date of the accident, obtain a refund of the deposit upon showing of satisfactory proof that there is no litigation arising from the accident pending in any court.

THE FINANCIAL RESPONSIBILITY LAW

Any operator, or chauffeur, whose license or permit has been revoked by the Secretary of State must maintain future proof of financial responsibility in the amounts listed previously, for three years from the date of restoration of his driving privileges. He may do this by posting security acceptable to the Secretary of State or other evidence such as public liability and property damage insurance.

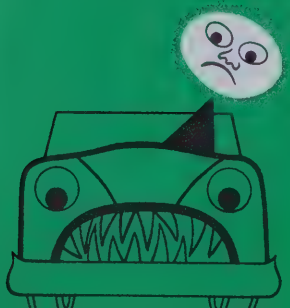
Any owner of a motor vehicle whose license or permit has been revoked by the Secretary of State must, if he wishes another person to operate his motor vehicle during the period of revocation of his license or permit, post immediate proof of financial responsibility.

Tips on Traffic Safety



Foregoing sections of RULES OF THE ROAD were concerned primarily with the various laws of the State of Illinois regulating the actions of operators and chauffeurs. Violation of those laws, enacted by your General Assembly to protect the lives of pedestrians and motorists, is punishable by fines and imprisonment, or, in certain serious violations, by both fines and imprisonment.

This section of RULES OF THE ROAD has been designed to aid you in developing proper driving attitudes and to acquaint you with skills in driving which will enable you to become a safe and sane driver.

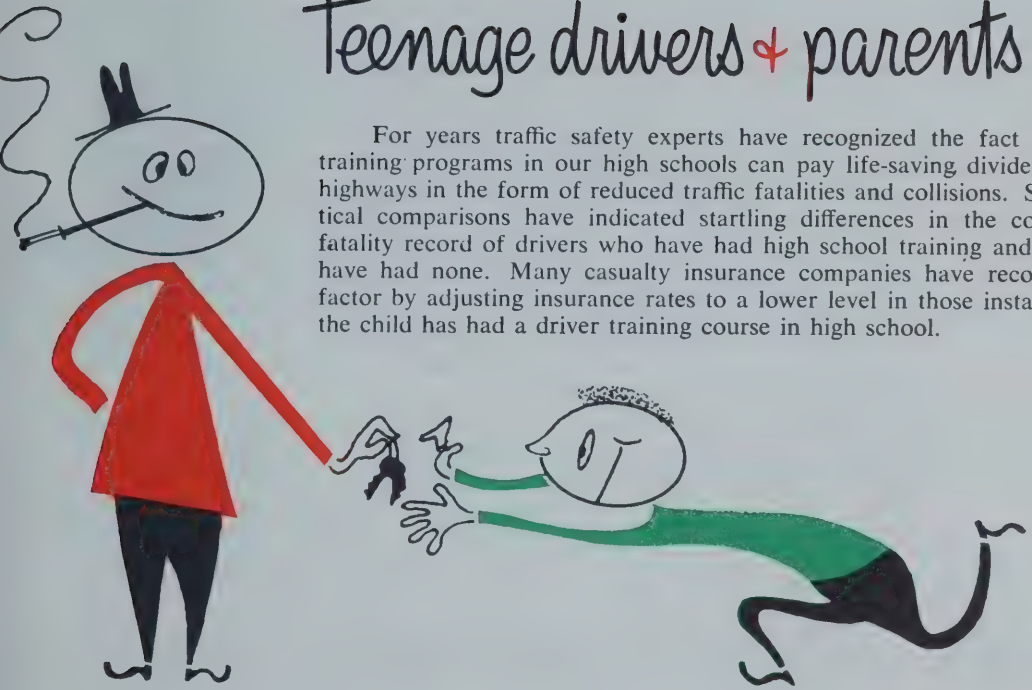


CARELESS, RECKLESS OR NEGLIGENT DRIVING IS THE MARK OF A BAD CITIZEN

A good driver—one who obeys all traffic signs and signals, who drives courteously and carefully at all times—is demonstrating one of the important marks of a good citizen. A good citizen does not have to be watched—or forced—by police officers to obey the law. A good citizen obeys the law without hesitation and without being watched. And so it is with a good driver. A good driver knows the laws and the RULES OF THE ROAD and obeys them.

Teenage drivers & parents

For years traffic safety experts have recognized the fact that driver training programs in our high schools can pay life-saving dividends on our highways in the form of reduced traffic fatalities and collisions. Some statistical comparisons have indicated startling differences in the collision and fatality record of drivers who have had high school training and those who have had none. Many casualty insurance companies have recognized this factor by adjusting insurance rates to a lower level in those instances where the child has had a driver training course in high school.



HIGH SCHOOL DRIVER TRAINING

The 1957 Illinois General Assembly passed legislation providing for state aid to high schools establishing or operating high school driver training programs providing that such courses meet the requirements set up by the Office of the Superintendent of Public Instruction. Any child between the age of 15 and 21 residing in districts where such instruction is available in a local public high school is eligible for such training. The legislation provided for an increase of $2 in the cost of all driver licenses issued by the Secretary of State. *The entire amount obtained through this increase must be utilized in the furtherance of driver training programs in high schools.*

Youthful drivers do not possess the wisdom which comes generally with years of driving experience. Yet, potentially, they can be the safest drivers. Their coordination is better; their reflexes are quicker; their eyesight is keener. They have not as yet developed the bad driving habits and patterns which in older drivers oftentimes lead to disaster. They are growing up in the automobile age and during their formative years they absorb at least a cursory knowledge of RULES OF THE ROAD.

Where, then, do our youthful drivers fail? Most traffic safety experts agree that their failure stems primarily from their ATTITUDE. Young drivers seem to feel that courage is demonstrated when they challenge recognized traffic hazards. Many drive at excessive speeds, recklessly, taking chances older drivers would never consider. The traffic fatality and injury ratio of youthful drivers is out of all proportion to their numbers and the total of miles driven.

PARENTAL RESPONSIBILITY

High school driver training programs have proved their usefulness, but they are not a cure-all; they are not a substitute for *parental responsibility*. Normally intelligent parents would never think of handing a loaded gun to a

child to play with, but they calmly turn over the family car to "sis" or "junior." If the child is arrested for a moving traffic violation it is generally the policeman who is at fault. In many instances the parent "fixes" the ticket, and "sis" or "junior" continue on their merry way. Then, one night the telephone rings . . . but this time it is not a ticket. This time it is a call from a hospital or a coroner.

Psychologists agree that most children develop their attitude patterns from the actions and discussions of their parents. "In one Michigan high school during a single semester 37 senior students were taught to drive. In a follow-up check conducted three years later authorities found that 30 of the young drivers had perfect safety records. The other seven had been arrested at least once for speeding or recklessness. Of the parents of the 30 safe drivers only 4 had ever received a traffic summons of any kind. Among the 14 fathers and mothers of the 'reckless' group, ten—or 71 per cent—had one or more traffic court convictions!*

"According to traffic experts here are the three most dangerous driving habits most easily absorbed by children and the most difficult to eliminate:

"Disregarding posted speed limits. Nothing is more apparent to a youngster than his parent driving 50 miles an hour when the traffic sign says 40. When you speed, they know—and remember.

"Sliding through stop signs. Local drivers are the most frequent violators of signs calling for a full stop. They are bored with coming to a full stop at the same old crossroads. They know what to expect in the

*From "Are You Teaching Your Child to Commit Suicide?" by Jhan and June Robbins, reprinted from THIS WEEK Magazine. Copyright 1957 by the United Newspaper Magazine Corporation.

way of traffic. They cruise up to the stop sign, take a quick look, and slide through. For the young person riding with you, you've set an example that, a few years later, may lead him to injury or death!

"Passing improperly. Ignoring 'No Passing' signs and crossing the double yellow lines is an important cause of death. Yet, large numbers of impatient, hurried motorists don't hesitate to pass illegally when, in their own judgment, the road ahead looks clear. But the child riding with you is acquiring a built-in contempt for this life-saving RULE OF THE ROAD.

"Driver-training teachers the country over say that eradicating these three careless driving attitudes is as difficult as changing a bad swing in golf. The average high-school student driver receives six hours of instruction behind the wheel. In that time he or she easily learns enough about operating a car to pass a driver's license test with flying colors. Generally speaking, our young people are our most skillful drivers and they know it.

"It's what they don't know that kills them," says Dr. Marland K. Strasser, Field Representative of the Accident Prevention Department of the Association of Casualty and Surety Companies. "They take off their jackets while driving. They try to get a jump on the light. They crowd other drivers or challenge them to do-or-die games.

"These are the same children whose parents set them at an early age to look out the back window for motorcycle cops. They have heard their mothers and fathers lie to policemen about why they are speeding. They have heard them abuse other drivers. They have been amused by watching their fathers drive with hands off the wheel. They have watched their

mothers drive to the supermarket with baby sister sitting in her lap. They have listened to their fathers boast to other fathers, 'I made it to the beach last weekend in less than an hour. We averaged sixty-five all the way.'

"We can't ignore the teen-age driving problem, even if we would like to. By the mid-1960's there will be almost 50 per cent more young drivers on the road than we have today. These youngsters are the postwar baby crop, growing up fast and, as every parent can testify, panting to take the wheel. Now is the time to teach them safety.

"G. Ernest Bourne, Executive Secretary of the Utah Safety Council and President of the Western Association of Safety Co-ordinators, says, 'We manage to teach most of our youngsters to have proper respect for matches, sharp knives and deep water. We can do the same with safe driving if we try!'

"1. Examine your driving habits. Do you habitually exceed the speed limits? Are you negligent about signaling? Do you constantly drive in the inside lane? Resolve to make a real attempt to eliminate all driving violations.

"2. Explain the rules to your child. When he is in the car you tell him why you slow down at curves, what white lines on the highway mean, why you allow safe distances between you and the next automobile. On extended trips the entire family can discuss driving skills and point out examples of good and bad driving on the road.

"That's how you can make your youngster a safe driver and the highway a better place for all of us."[1]

[1] ibid.

Tollroads, Turnpikes, Superhighways & you

The United States is a nation on wheels. The past few years has seen the establishment of highways designed to handle a multitude of vehicles at a high rate of speed. Some states call them toll roads; others turnpikes, thruways, expressways, superhighways, or controlled-access highways. No matter what they are called they are alike in these respects: they are high-speed divided highways, usually with three or more lanes of traffic moving in one direction; there are no steep hills and curves are banked or gently graded for easy steering. On many of them a fee is charged.

At the time this booklet was being prepared Illinois was in the process of building toll roads. Route 66, stretching between Chicago and St. Louis is now a controlled-access highway in many sections. Chicago has its Congress Street highway almost completed. Edens highway and the Calumet expressway carry high-speed traffic into and out of Chicago. These are the beginning of a network of such highways that will soon spread throughout our state.

Toll roads now wind their way more than 800 miles from Chicago to New York City. Each year more and more drivers use them because of the ease with which they may be traveled, the increased safety factor inherent in their engineering, and the lower cost of travel despite the toll road fees.

In toll road driving there is a tremendous decrease in nervous strain on the driver. Greater distances can be traveled in shorter time. There are no cross roads to be approached with care, no railroad crossing, no stop signs or lights, no pedestrians darting out from behind parked vehicles. The wear and tear on the motor vehicle from constant stops and starts is considerably lessened.

Toll roads, expressways, or controlled-access highways *are much safer* than conventional highways providing the driver is aware of the different problems for which he must be constantly on the alert. For toll road driving *is* different. These differences must be fully understood if a driver is to take advantage of these superhighways.

Traffic experts have estimated that almost 50% of the total number of miles driven each year in this country consists in "city driving." It is reasonable to assume that much of this driving is done by many drivers who never travel beyond the city limits. Obviously, such drivers are not conditioned to operating a motor vehicle hour-after-hour at a speed of 60 miles per hour. But this is what they will face when they drive onto a toll road.

At 60 miles per hour *your vehicle is moving 88 feet per second!* The average driver traveling at that rate of speed and faced with a dangerous situation ahead will require almost 400 feet in order to bring his vehicle to a stop.

The first rule to remember on all toll roads and expressways is—DON'T DRIVE TOO CLOSE TO THE VEHICLE AHEAD OF YOU. Stay at least 6 to 10 car lengths behind. In bad weather—rain, ice, fog, sleet or snow—increase the distance to at least 12 car lengths.

Most of the horrible fatalities which take place on toll roads are caused by driving too close to the vehicle ahead—"tailgaiting." Be extremely wary of following two or more vehicles all traveling at the same rate of speed. A "panic" stop by any driver ahead of you can easily produce the dread multiple-car crash, with one car after another telescoping into the car ahead. If you can not pass them without exceeding the speed limit, reduce your speed gradually and allow them to pull away.

KEEP IN THE RIGHT HAND LANE. THE LEFT HAND LANES ARE FOR PASSING ONLY! Too many drivers fail to heed this simple rule. On most toll roads failure to drive in the right hand lane will cause a number of cars to fall in behind you because most states prohibit passing on the right.

KEEP A CONSTANT CHECK IN YOUR REAR VISION MIRROR. Experts agree that on a high speed highway there is as much danger to fear from the car behind you as from the car ahead. A rear vision mirror check *every five seconds* is not too often. Always check the road behind you before passing a car ahead of you and make certain that a vehicle is not hiding in your left rear blind spot. Before changing lanes give the cars behind you the correct automatic turn signal in ample time for them to be aware of your intentions. An outside rear vision mirror on the left side of your car is an excellent safety device to help eliminate the "blind spot."

Shift your eyes about the panorama of the countryside ahead of you. Watch the traffic pattern ahead of you as far as your eyes can see, then

glance in your rear view mirror to check the movement of any vehicles that may be behind you. The constant shifting of your eyes not only allows you to keep track of traffic developments, but it places less strain on your eyes and is one of the many methods of fighting "highway hypnosis."

DON'T DRIVE IF YOU FEEL DROWSY. At the first sign of sleepiness pull off the highway. Stop at an established service area, or at one of the wide pull-off locations where you can get well off the right shoulder. In the latter case, at night time, *turn off your lights.* Why should the lights be off? In many instances of rear-end collisions on toll roads approaching drivers have followed the taillights of cars that have pulled completely off the highway and crashed into the parked vehicle in the mistaken assumption that *the parked car was still on the highway.*

To avoid drowsiness and fatigue stop periodically, timing your stops to coincide with service areas. A ten minute stop every two hours, or after approximately every 100 miles of driving, can be of great help in combatting driver drowsiness—the deadly factor in highway fatalities. Get out of the car. Walk about the service area and allow your muscles to relax from the cramped position they have been in. *Don't depend on drugs to fight drowsiness!* Dr. Walter J. R. Camp, state toxicologist and faculty member of the University of Illinois College of Medicine warns: "Use of the stimulating drugs (by drivers) is of concern since overdosages of amphetamine and similar substances are apt to effect a highly reflective state in which the reflexes may be grossly disturbed. Similarly, the use of drugs to keep the sleepy driver awake must be our concern since *the body is tired and the brain is actually being put to cross purposes.*" (Emphasis supplied)

No matter how often you stop, limit your driving time to not more than 8 hours. Eat lightly, avoiding heavy, starchy or fried foods. Drink plenty of fluids; water, orange juice, lemonade. The moment you feel drowsy—STOP DRIVING. Take a nap; a ten minute nap, followed by a brisk walk, can do more to re-alert your senses than any "crutch" that helps keep you awake.

DON'T STOP ON THE PAVEMENT. This is one of the cardinal RULES OF THE ROAD in driving on all toll roads, superhighways or expressways. Failure to observe this rule is responsible for a great percentage of the rear-end collisions. Pull completely off the pavement, and do not allow any of your passengers to get too near the highway. If your car breaks down and cannot be moved off the highway, GET EVERYONE OUT OF THE CAR AND OFF THE TRAFFIC LANES IMMEDIATELY. If you suffer a tire blow-out, don't worry about ruining the tire, the tube or the wheel rim. GET COMPLETELY OFF THE PAVEMENT. You can buy a new tire, tube or wheel, but you can't buy a new life!

On most toll roads and expressways the recognized distress signal is a raised hood or a white handerchief tied to the left front door handle.

DON'T BACK UP. If you miss the exit you planned on using go on to the next one. Exit signs are usually at least 1,000 yards ahead of the exit turn-off. Even at 65 miles per hour you have ample time to move into the exit lane, begin reducing your speed and prepare to make the proper turns. If for some reason you over-shoot the exit, or you are not in the proper lane, KEEP ON GOING TO THE NEXT EXIT. You may go a few miles out of your way, but at least you will be alive.

DON'T DRIVE AT THE POSTED SPEED LIMIT AT NIGHT WITH YOUR LIGHTS AT THE DIM POSITION. At 60 miles per hour your

minimum stopping distance is 366 feet, if your brakes, tires and the road are in perfect condition. If your *dim* beam is strong enough to illuminate a dark object 250 feet ahead—an extremely doubtful presumption for most cars——*your speed is carrying you forward into complete darkness 116 feet in advance of your headlights.* Even on the bright position it is doubtful if your headlights will afford you sufficient warning of an approaching hazard. Safety is best served when you adjust your speed at night to the strength of your headlights.

Always dim your headlights when catching up with a vehicle ahead. If you fail to do so your bright lights will be reflected in the other vehicle's rear vision mirror. This can be a nuisance and a possible danger to the other driver—and you—when traveling at high speed. Common sense and common decency dictate that you dim your headlights, not only when driving on toll roads, but on any highway.

DON'T CUT IN TOO SOON AFTER PASSING. Side-swiping and rear-end collisions account for many of the fatal accidents on high speed highways. Side-swiping is often caused by the driver who cuts back in too quickly. Wait until you can see the left headlamp of the car you have passed in your inside rear vision mirror.

DON'T DRIVE IN ANOTHER DRIVER'S "BLIND SPOT." As mentioned previously the left rear portion of a car has a "blind spot" and most inside vision mirrors will not disclose your car's position to the driver ahead of you when your car is traveling in that location. This is particularly true of tractor-trailer trucks which often have "blind" and "deaf" spots. Cars coming into the blind spot and moving alongside may be out of view of the truck's high-placed outside rear vision mirror. Cars traveling directly behind such vehicles may be in a partial vacuum that keeps horn blasts from being heard

by the driver. To pass any vehicle safely stay sufficiently behind until you can time your passing movement. Pass quickly, using your turn signals before you pull out to pass and when pulling back into the right hand lane. Use your horn or flash your headlights at night as you are drawing abreast of the rear end of the truck or other vehicle.

Before starting on any long trip be certain that your car is in good condition. Have it checked for mechanical deficiencies. Make sure the brakes are in tip-top working order. Your tires should also be equal to the job that lies ahead. "Brakes stop the wheels, but tires stop the car." Hours of sustained high speed driving place a heavy burden on tires. Tires build up pressure and the rubber becomes extremely hot. Worn tires, "tired" tires, tires on which tread has been worn thin are dangerous at high speeds. Today, many toll roads will refuse to allow vehicles with badly worn tires to enter.

The toll roads, expressways, superhighways, controlled-access highways and thruways, have been built for *you*. They are there to help you move rapidly and comfortably from one section of our nation to another. The only credentials you need are your license plates and your driver license. Your safe passage depends upon your driving knowledge, your driving skill and the consideration you show for millions of persons who, like you, want to reach their destination—alive.

NIGHT DRIVING

Driving at night presents far more dangers and difficulties than day time driving. It is doubtful if your range of visibility is sufficient to identify the position, distance and nature of objects within the few seconds of time in which your vehicle can travel several hundred feet if you are driving at a speed greater than 45 miles per hour. *Don't overdrive your headlights!*

ALWAYS REDUCE THE SPEED OF YOUR VEHICLE AT NIGHT

One of the most common faults of drivers operating their vehicles at night is a failure to dim their headlights. When you see the lights of an approaching car, you should immediately dim your lights. This is not only common courtesy and a safe driving practice, it is the law of Illinois and all states.

When passing approaching cars at night it is good practice to watch the right side of the road and keep your vehicle as far as possible to the right. Avoid looking directly into the approaching lights and reduce the speed of your car.

SKIDDING

An auto skids when its tires lose their grip on the pavement. The engine loses its pulling effect; the brakes lose their braking effect, and the wheels of the car begin to slide in either direction.

When a vehicle begins to skid DON'T STEP ON THE BRAKE PEDAL. Sudden braking will only increase the velocity of the skid. The basic idea is to get the wheels rolling again and to stop them from sliding. The front wheels should be turned easily in the direction in which the car is skidding. The engine has a braking effect and for that reason *do not remove your foot suddenly from the accelerator.* Experienced drivers recommend a slight, very slight, acceleration after having turned the front wheels in the direction of the skid. Once the wheels have begun to grip the roadway, and the vehicle is responding to steering control, gradually reduce the engine speed by *easing* your foot off the gas pedal.

When faced with conditions which can produce skidding, you must be extremely careful in applying braking power. Begin your stop early by easing your foot off the gas pedal, allowing the engine to exert its braking power. Use your LEFT foot to operate the brake pedal, pumping gently and intermittently, releasing the pressure on the brake pedal the instant you feel that the wheels are about to slide. *Never jam on the brakes, and never let out your clutch until the car is almost stopped!*

When driving on slippery roads, always drive at a reduced speed and be constantly prepared to slow down for curves, on descending hills or in meeting any other traffic conditions. The technique for slowing down is the same as that used in stopping. Always remember that your engine, properly used, can exert an equal and effective method of braking the speed of your car.

RUNNING OFF THE PAVEMENT

Many disastrous accidents can be avoided by running off the road. Oftentimes, other drivers may crowd you and force you to drive with the right wheels, front and back, off the pavement and on the shoulder of the road. The first rule is . . . DON'T PANIC. Don't apply your brakes sharply, or attempt to cut back on to the pavement too quickly. Hold on tightly to the steering wheel—*and take your foot off the gas pedal.* Wait until the speed of your car has been greatly reduced, then—after making certain that your return to the pavement will not interfere with any vehicle which might be following you—cut your front wheels sharply to the left and you will be back on the pavement again.

PASSING

Never pass on the right unless such passing is specifically permitted, as in the case of one-way streets, or multiple-lane highways.

The key to safe passing is to stay well back of the vehicle you intend to pass. The distance that you stay behind should increase in direct proportion to the speed at which you are driving. Allow about one car length for every 10 miles per hour speed. If you are close behind a slower moving vehicle your vision is obstructed. If you are several car lengths behind, you can see the highway ahead. If you have properly spaced your distance from the car you are passing, this spacing will allow your vehicle to gain greater speed before pulling even with the other car and you will thus be exposed to oncoming traffic a shorter length of time. If there are side roads make certain that the car ahead is not preparing to make a left turn. Sound your horn and warn the driver of your intention to pass.

The distance that is needed to safely pass a vehicle moving 35 miles an hour or more is far greater than most drivers realize. This accounts for the great number of head-on collisions which take place every day.

Passing a car traveling 35 miles per hour, if you have speeded up to 45 miles per hour, requires a distance of approximately 660 feet. If another car is approaching from the opposite direction at 45 miles per hour, you must allow the approaching car an additional 660 feet in which to continue its approach while you are using its side of the road. Therefore, if the approaching vehicle is less than 1,320 feet away—a quarter of a mile—you cannot pass at 45 miles per hour unless you increase the speed of your vehicle tremendously in a short distance. In short, unless you have plenty of distance in which to pass—*don't try to pass.*

FOG The best rule concerning driving in fog is—*don't!* However, sometimes circumstances will make it necessary to drive in fog. The first rule is—*reduce your speed drastically.* You must always be prepared to stop your vehicle

within the limits of your vision, even if those limits are not more than 20 or 30 feet. The second rule is—*your headlights should be set on the "dim" position.* Fog reflects light, consequently, driving with your headlight on "dim" will reduce the glare reflecting back into your eyes and aid your vision.

If the fog is so bad that it is impossible for you to see more than a few feet ahead—*pull completely off the highway and wait for the fog to clear. If you can't see where you are driving—don't drive!*

WINTER DRIVING

Winter adds additional hazards to the job of driving a motor vehicle. Here are six basic rules for safe winter driving, developed by the Committee on Winter Driving Hazards of the National Safety Council:

1. Accept your responsibility. Do everything in your power to drive without accident. Don't blame the weatherman for an accident. Be prepared and meet the situation.

2. Get the "feel of the road." Try your brakes occasionally while driving slowly and away from traffic. Find out just how slippery the road is and adjust your speed to the road and weather conditions.

3. Keep the windshield clear. Be sure your windshield wiper blades and the driving mechanism are in good working condition. Make certain that your defrosters are in top condition, and that your headlights are working. You have to be able to SEE danger if you are to avoid it!

4. Use tire chains on snow and ice. Tire chains will help cut your stopping distance almost in half, and will afford you almost 4 to 7 times as much starting and climbing traction ability. *But even with the help of chains, you must drive slower than normal on snow and ice.*

5. Pump your brakes to slow down or stop. Never jam on your brakes. Stepping down hard on the brakes will lock your wheels and may throw your vehicle into a dangerous skid.

6. Follow at a safe distance. Keep well back of the vehicle ahead of you —give yourself plenty of room to stop. *Remember, without tire chains it takes from 3 to 12 times as much distance to stop on snow or ice as on dry pavement.*

To start on snow or ice always use second or high gear. This permits a smoother acceleration and should aid you in avoiding spinning or sliding the wheels. Don't let the clutch out too quickly. Start slowly and steadily to accelerate. Good drivers practice this in the warm months as well as in the winter.

You must reduce your speed when driving on snow, ice, sleet or wet pavement. Even though your vehicle is equipped with tire chains, you must not drive fast. Tests have shown that in order to provide the same stopping ability available on dry pavement at a speed of 50 miles per hour, the speed *with tire chains must not be more than 25 miles per hour.* On hard-packed snow the stopping ability of a vehicle equipped with chains and traveling at a speed of 35 miles per hour is the equivalent of 50 miles per hour on dry pavement.

Do not allow the fact that your vehicle is equipped with chains lull you into a feeling of false security. Driving on ice, snow, in sleet or on wet pavement is always dangerous.

Shady spots on the highway in winter time may have ice or frost on them, and bridges will oftentimes have frost on their surfaces when the rest of the pavement is completely dry.

If it is snowing, sleeting or raining heavily you will not be able to see sufficiently far ahead to drive at high speed. *Always reduce your speed to the point where your ability to stop is well within the limits of your ability to see ahead.*

CHILDREN IN THE CAR

The front seat of an automobile can be a death-trap for a small child. Children riding in the front seat, next to the driver, are oftentimes off balance. An emergency stop by the driver will project them against the windshield, or the dashboard, with such force that they may be killed or seriously injured. In addition, it is extremely difficult for small children to remain quiet and passive when seated next to the driver. Their normal restlessness and desire for information can be a source of distraction to the person charged with the responsibility of guiding the vehicle.

When a small child is occupying the front seat, the driver should be even more careful than usual. He should try to avoid, as far as possible, sudden or unexpected stops. In most instances, safety is best served when an older person rides in the front seat and watches over the actions of the child.

When children occupy either the front or back seat of an automobile the doors of the section in which they are riding should be locked, in order to prevent them from suddenly releasing the door.

Be extremely careful when driving a motor vehicle in which children are riding.

YOUR PHYSICAL CONDITION AND DRIVING

Persons suffering from certain types of physical ailments should not drive a motor vehicle unless they have been advised by their physician that to do so will not endanger their life, or the lives of others.

Individual evaluation by a competent medical authority should be made of certain types of diabetes, heart diseases, or severe hypertension.

The Illinois Drivers License Act specifically states that the Secretary of State shall not issue an operator or chauffeur permit or license "to any person when the Secretary of State has good cause to believe that such person by reason of physical or mental disability would not be able to operate a motor vehicle with safety upon the highways, or to any person who is afflicted or has been afflicted with epilepsy unless such person shall furnish to the Secretary of State a verified written statement, acceptable to the Secretary of State, from a competent medical specialist to the effect that the operation of a motor vehicle by such person would not be inimical to the public safety."

A recent editorial in the Journal of the American Medical Association pointed out that physicians should advise certain patients, suffering from specified diseases, not to operate a motor vehicle. *If your doctor tells you* ***not to drive . . . don't drive.***

REVIEW QUESTIONS

When you apply for an operator or chauffeur license you will be required to take an examination based on material contained in RULES OF THE ROAD. The questions will be similar to those listed below. NO TRICK QUESTIONS ARE USED. You can find the correct answers by referring to the page number given after each question.

1. What is the minimum age requirement for an operator's license? **(Page 6).**

2. Must a person applying for his first Illinois operator's license be examined? **(Page 6)**

3. Does the law require an applicant licensed by another State, who has become a resident of Illinois, to take an examination? **(Page 6)**

4. When does an operator's license expire? **(Page 6)**

5. Is any type of permit or license necessary in order to learn how to drive? **(Page 8)**

6. May a person holding a valid operator's license drive a taxicab? **(Page 8)**

7. Is a person holding a valid chauffeur's license required to have an operator's license? **(Page 9)**

8. Must the holder of an instruction permit be accompanied by a licensed operator or chauffeur when driving a motor vehicle? **(Page 10)**

9. May the Secretary of State restrict an operator or chauffeur license? **(Page 13)**

10. You are arrested for leaving the scene of an accident. Can you deposit your operator or chauffeur license as bail? **(Page 15)**

11. You loan your operator's license to a friend. Can you be arrested? **(Page 20)**

12. In the above question is your friend guilty of any violation of the Drivers License Act? **(Page 20)**

13. Because of an error in your application your operator's license is cancelled by the Secretary of State. Can you be arrested if you fail to surrender the license upon a formal written request? **(Page 20)**

14. You allow a friend whose operator's license you know has expired to drive your vehicle. Can you be arrested? **(Page 20)**

15. You have been issued an Illinois operator's or chauffeur's license. When filling out your application you failed to indicate the fact that a Wisconsin operator's license issued to you was revoked six months previously for driving while intoxicated. Can the Secretary of State revoke your Illinois operator's license? **(Pages 19 & 20)**

16. You are convicted in Indiana of driving while intoxicated. Can the Secretary of State revoke your Illinois operator's license? **(Page 19)**

17. You are convicted of leaving the scene of an accident in which a person was injured. Will your license be revoked? **(Page 18)**

18. You plead guilty to driving while intoxicated and pay the fine imposed upon you by the Court. Will you lose your driving privileges? **(Page 18)**

19. What does an OCTAGON (eight-sided) traffic sign mean? **(Pages 22 & 23)**

20. What does a DIAMOND-shaped traffic sign mean? **(Pages 22 & 23)**

21. What does a ROUND traffic sign mean? **(Pages 22 & 23)**

22. What does a SQUARE-YELLOW traffic sign mean? **(Pages 22 & 23)**

23. What does a TRIANGLE-YELLOW traffic sign mean? **(Pages 22 & 23)**

24. At 60 miles per hour how many feet per second does a vehicle travel? **(Page 46)**

25. Under normal conditions how great a distance in feet is required to stop a vehicle moving at 60 miles per hour? **(Page 46)**

26. You hold a restricted operator's license. You are arrested and convicted for driving in violation of the restriction. Can the Secretary of State revoke your license? **(Page 14)**

27. You do not have an operator's license and are convicted of driving while intoxicated. Can the Secretary of State revoke your *privilege* to obtain a license? **(Page 18)**

28. Can your 17 year old child operate your car without a license or permit if you are in the car with him? **(Page 21)**

30. You are driving on a two-lane highway with traffic moving in either direction. You are within 100 feet of a railroad crossing and your progress is impeded by a slow moving vehicle ahead. Can you be arrested for attempting to pass? **(Page 30)**

31. What does the SINGLE YELLOW STRIPE in your lane of the highway indicate? **(Page 32)**

32. You are driving on a four-lane undivided highway with TWO YELLOW STRIPES in the center. Both lanes on your side of the highway are blocked by slow moving vehicles. No traffic is approaching from the opposite direction. You cross the double yellow stripes and pass. Can you be arrested? **(Page 32)**

33. You are driving outside an urban district on a four-lane highway with two lanes of traffic moving in each direction. There are no vehicles ahead of you. In which lane should you be driving? **(Page 32)**

34. You are driving on a two-lane highway with traffic moving in either direction. The driver of the car behind you is attempting to pass. What should you do? **(Page 34)**

35. You are nearing the top of a hill behind a slowly moving truck. Are you allowed to pass? **(Page 30)**

36. You are driving at 50 miles per hour. What distance should you attempt to maintain between your vehicle and the one ahead? **(Pages 33 & 80)**

37. You are driving outside an urban district on a two-lane highway separated from approaching traffic by a wide parkway. The car ahead of you is in the left-hand lane. Are you allowed to pass him on the right? **(Page 80)**

38. What is the correct arm signal for a right turn? **(Page 39)**

39. What is the correct arm signal for a left turn? **(Page 39)**

40. What is the correct arm signal for a stop? **(Page 39)**

41. In feet, what distance in advance of a turn should you give the correct signal? **(Page 35)**

42. You intend to pass the car ahead of you. Should you signal your intention to the vehicle behind you? **(Page 38)**

43. Does Illinois law prohibit driving at a speed so slow as to impede and block the normal movement of traffic? **(Page 37)**

44. A vehicle is approaching you from the opposite direction at night. At what distance from the approaching vehicle should you dim your headlights? **(Page 37)**

45. When may you drive your vehicle through or within a safety zone? **(Page 37)**

46. Where should you stop your vehicle at a crosswalk when there is no visible line or marking on the pavement? **(Page 47)**

47. You are entering an intersection at the *same time* as a driver on your left. Who has the right-of-way? **(Page 40)**

48. You have made a complete stop at a FLASHING RED SIGNAL, and want to make a right turn. Do you yield the right-of-way to any pedestrians in the crosswalk? **(Page 41)**

49. You are making a right turn on the GREEN light, but pedestrians are also proceeding with the GREEN light. Who has the right-of-way? **(Page 41)**

50. Do pedestrians crossing the street in the middle of the block have the right-of-way? **(Page 48)**

51. Do pedestrians crossing the street or highway in a marked or unmarked crosswalk in compliance with the law have the right-of-way over vehicles? **(Page 49)**

52. What should you do when you hear the siren or see the red lights of an emergency vehicle? **(Page 53)**

53. What must a driver do when a pedestrian attempting to cross the street displays a white cane? **(Page 50)**

54. A school bus has stopped to discharge children. You are approaching from the opposite direction on an undivided four-lane highway. Does Illinois law demand that you stop? **(Page 52)**

55. What penalty does the Illinois law provide for conviction upon the charge of driving while intoxicated? **(Page 54)**

56. When parking on a downgrade should the front wheels be turned away from the curb? **(Page 56)**

57. Is double-parking ever permissible? **(Page 57)**

58. You wish to operate a motor-scooter. Must you have an operator or chauffeur license? **(Page 55)**

59. During what period must your headlights and taillight be on? **(Page 58)**

60. What are the four requirements of the Illinois law with which you must comply if you are involved in an accident? **(Page 67)**

61. What are you required to do, under Illinois law, if you strike an unattended vehicle? **(Page 68)**

62. What is the penalty for leaving the scene of an accident in which death or injury was suffered by any person? **(Page 68)**

63. You are involved in motor vehicle accident in which a person was killed and property damage of $1,000 was suffered. What is the total amount of safety responsibility which you must establish? **(Page 70)**

The following questions apply only to chauffeur applicants, but such applicants should be prepared to answer any of the preceding questions relating to operators.

64. What is the maximum load permitted on the axle of any truck or bus? **(Page 64)**

65. What is the maximum width of any vehicle and its load? **(Page 64)**

66. What is the maximum legal speed for trucks having a gross weight of 4 tons or less? **(Page 64)**

67. What is the maximum legal speed limit for buses? **(Page 64)**

68. What is the maximum legal speed limit for trucks having a gross weight of more than 4 tons? **(Page 64)**

69. You are driving a truck which is involved in an accident between sunrise and sunset, and your truck is stopped on or along the highway. How many warning flags must be placed? Draw a diagram showing how the warning flags are to be placed. **(Page 65)**

70. When not overtaking or passing, what is the legal limitation—in feet—on trucks following one another? **(Page 66)**

71. What are the maximum over-all dimensions for a single vehicle? **(Page 64)**

72. What are the maximum over-all dimensions for a combination truck-tractor semi-trailer or truck-tractor semi-trailer and one-trailer? **(Page 64)**

73. What is the maximum height for vehicles of the second division (trucks and buses)? **(Page 64)**

74. When does an Illinois chauffeur license expire? **(Page 9)**

75. What is the minimum age for a chauffeur license? **(Pages 8 & 63)**

76. What is the minimum age for a chauffeur of a school bus? **(Pages 52 & 63)**

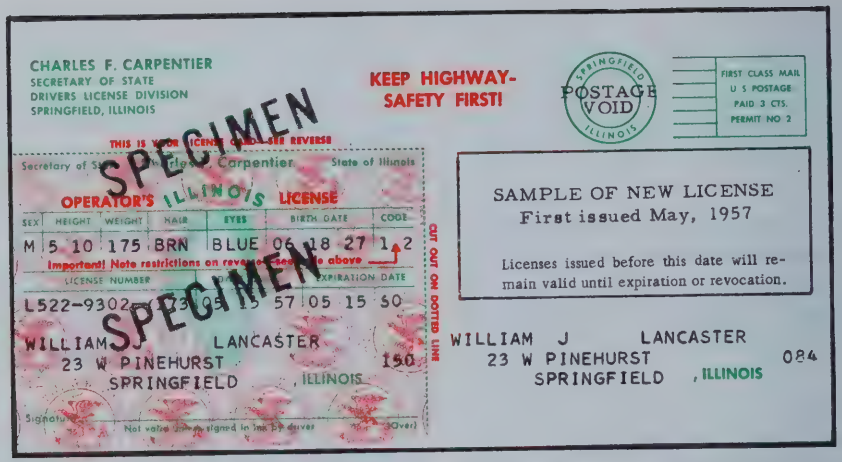
77. What is the minimum age for a chauffeur of a taxicab? **(Pages 8 & 63)**

78. How many different classifications have been established for Illinois chauffeurs? **(Page 63)**

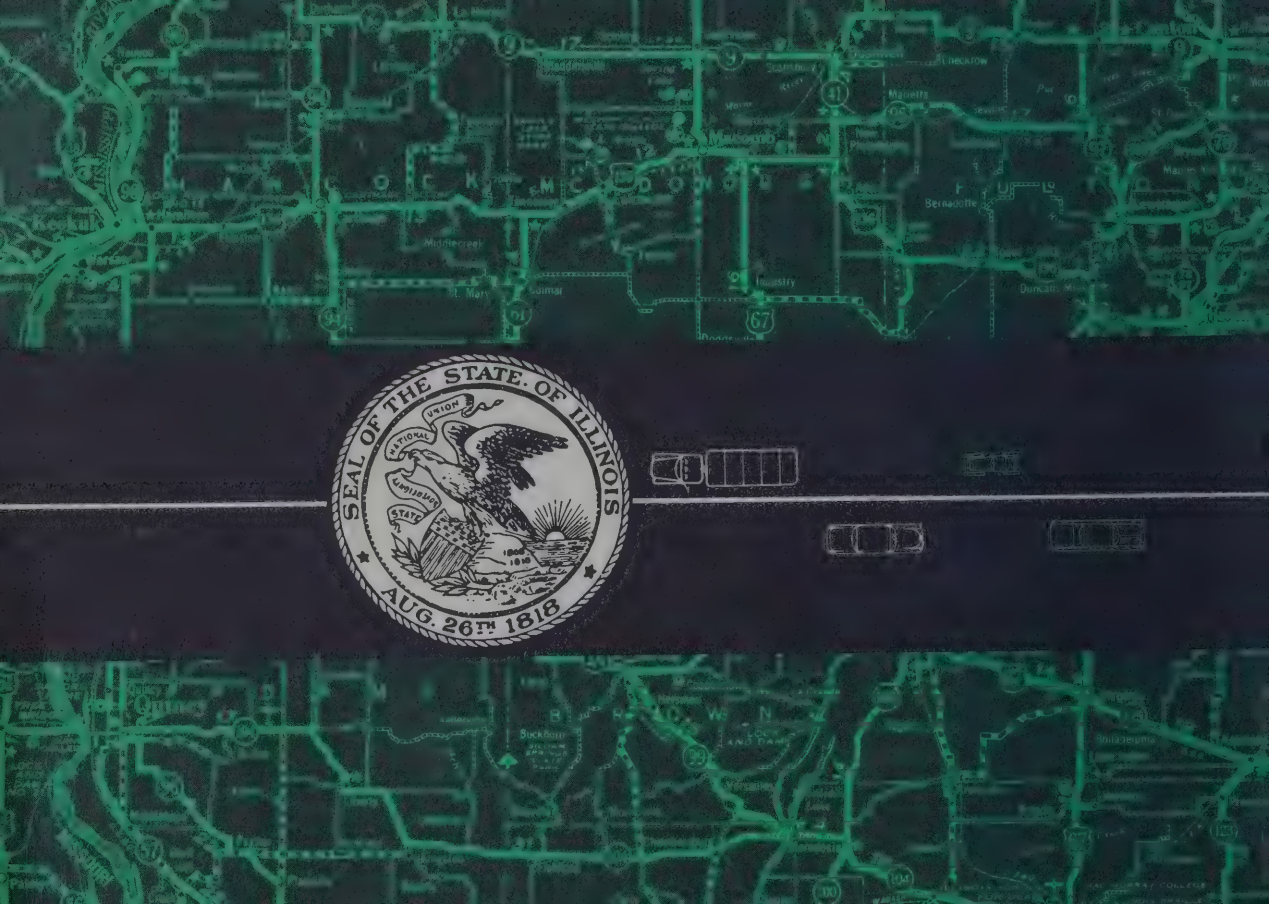
79. May a chauffeur holding a Class A license drive a school bus? **(Page 63)**

80. May a chauffeur holding a Class B license drive a taxicab? **(Page 63)**

81. May a chauffeur of a taxicab drive a school bus? **(Page 63)**



THIS IS HOW YOUR DRIVER LICENSE WILL APPEAR WHEN IT IS MAILED TO YOU. THE LICENSE IS IN THE LEFT HAND CORNER OF THE CARD AND MUST BE CUT OUT ALONG THE DOTTED LINES.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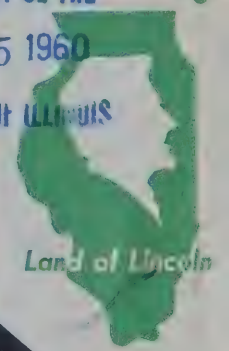

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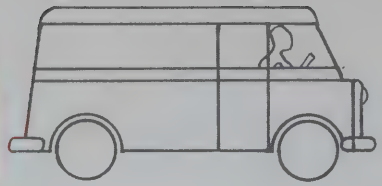
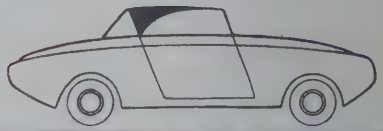
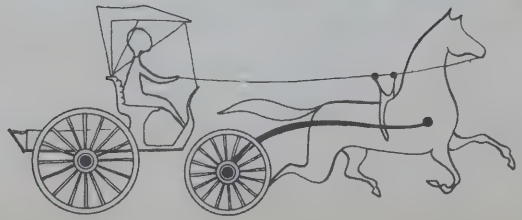




no matter what you drive

drive as if your life depended on it...



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FOREWORD

RULES OF THE ROAD has been prepared as a simple method of educating beginners in the principles of safe driving and to acquaint them with the legal requirements for obtaining and retaining an operator or chauffeur license. Although designed primarily for beginners we firmly believe that RULES OF THE ROAD can be of great assistance in aiding more experienced drivers to improve their driving abilities and techniques.

The heavy toll of highway deaths and injuries underscores an old spiritual truth. The operator of a motor vehicle today is, in a very real and true sense, "his brother's keeper." Each driver bears a heavy responsibility to do everything in his power to help reduce the staggering loss of life on our highways. Traffic casualties do not just happen; they are caused. In nearly every instance the cause is ignorance, negligence, or wanton disregard for the rights and safety of other persons.

It is my sincere hope that every driver in Illinois will study, learn and obey the RULES OF THE ROAD and practice the everyday rules of courtesy and decency. Remember—your life and the lives of innocent persons constantly depend upon your ability to drive and the kindness and consideration you display toward your fellow men.

Charles F. Carpentier SECRETARY OF STATE

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all roadway users are subject to traffic laws

All persons driving or propelling vehicles, or riding animals on the roadway, are subject to the traffic laws and ordinances. In addition to those operating automobiles, trucks, buses, motorcycles, motor-scooters and motor-bikes, these include persons *pushing carts, riding bicycles, riding animals* or *driving animal-drawn vehicles.*

who is not to use the roadway

Except where there are no sidewalks, *pedestrians* are forbidden to use the roadway. Children on *roller skates, coasters,* and *toy vehicles* of all kinds are also required by law to use the sidewalk except for crossing the street in a crosswalk. The *skater* or *rider* has the same rights and obligations as a pedestrian.

definitions

MOTOR VEHICLE Means every motor vehicle which is self-propelled.

VEHICLE Means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

CANCELLATION Means the annulment or termination by formal action of the Secretary of State of a person's driver's license because of some error or defect in the license or because the licensee is no longer entitled to such license.

SUSPENSION Means the temporary withdrawal by formal action of the Secretary of State of a person's driver's license or privilege to operate a motor vehicle on the public highways for a period specifically designated by the Secretary of State.

REVOCATION Means the termination by formal action of the Secretary of State of a person's license or privilege to operate a motor vehicle on the public highway. Such terminated license is not subject to renewal or restoration. An application for a NEW license may be made after the expiration of at least one year from the date of revocation.

HOW YOU CAN OBTAIN AN OPERATOR OR CHAUFFEUR LICENSE

If you are a resident of Illinois and wish to drive a motor vehicle upon the streets and highways, you *must* have an Illinois operator or chauffeur license. The Secretary of State is required by law to examine every applicant for any license or permit who has not previously been licensed as an operator or chauffeur under the laws of this State.

Application for an ORIGINAL operator or chauffeur license should be made on the proper form at the Driver Licensing Examining station in your county.

Renewal application forms are available at any Driver Licensing Examining station or at most county clerk's offices, banks, notaries public, currency exchanges, etc. All applications for RENEWAL of licenses should be mailed to Charles F. Carpentier, *Secretary of State, Drivers License Division, Springfield, Illinois.*

Types of Licenses

OPERATOR'S LICENSE

Every person, other than a chauffeur or those expressly exempted by law, who drives any motor vehicle upon any highway in this State *MUST* have a valid operator's license or permit, or a restricted driving permit issued under the provisions of the Drivers License Act.

An applicant for an operator's license must be at least 16 years of age. If an applicant is not currently licensed as an operator or chauffeur in this State he must qualify by examination.

Applicants from other states or countries who become legal residents of Illinois *MUST* pass an examination before an Illinois license may be issued to them. Application should be made at the Examining Station in their home county. **All operator licenses expire 3 years from the date of issuance.**

The examination shall include a test of the applicant's vision, his ability to read and understand highway signs regulating, warning, and directing traffic, his knowledge of the traffic laws of this State, and an actual demonstration of his ability to exercise ordinary and reasonable control in the operation of a motor vehicle, and such further physical and mental examination as the Secretary of State finds necessary in order to determine the applicant's fitness to operate a motor vehicle safely upon the highways.

APPLICANTS UNDER 18

The application of any person under the age of 18 years for an operator's license or instruction permit shall bear the written consent of the father of the applicant, if the father is available and has custody of the applicant; otherwise, the application must bear the written consent of the mother, or guardian having custody of the applicant. In the event there is no parent or guardian the application must bear the written consent of some responsible adult.

The Secretary of State is authorized to cancel the license or permit of any minor under the age of 18 years, in any of the following events:

1. Upon the verified written request of the person who consented to the application of such minor asking that such license or permit be cancelled;

2. Upon receipt of satisfactory evidence of the death of the person who consented to the application of the minor;

3. Upon receipt of satisfactory evidence that the person who consented to the application no longer has legal custody of such minor.

These provisions for cancellation of a minor's operator or instruction permit shall not apply in the event the minor has attained the age of 18 years.

RESTRICTED OPERATOR'S LICENSE FOR CHILDREN 15 YEARS OF AGE

The Secretary of State may issue an operator's license to a child 15 years of age if such child would otherwise be unable to attend school; or if a parent or guardian or relative with whom such child is living is unable to obtain a license to operate a motor vehicle and undue hardship results; or if the parent or guardian or relative with whom such child is living requires in his business the services of the child as a motor vehicle operator; or if the child is required to operate a motor vehicle in the course of his employment. Such license shall be restricted as to the time, place and other conditions for which the child requires the privilege of driving.

CHAUFFEUR LICENSE

The following are required by Illinois law to obtain chauffeur licenses:

1. All persons employed by another for the principal purpose of driving a motor vehicle, or
2. All persons who drive a school bus transporting children, or
3. All persons employed in connection with the operation of any school, day camp, summer camp, or nursery school, who drive any motor vehicle transporting children to or from any school, day camp, summer camp or nursery school, or
4. All persons who drive any motor vehicle while in use for the transportation of persons or property for compensation.

Persons who operate a motor vehicle incidentally to some other work and who do not transport passengers or property for hire, or children in connection with the operation of a school, day camp, summer camp or nursery school, or who operate road machines, or a farm tractor for agricultural purposes only, are not required to obtain a chauffeur license.

No person may be licensed as a chauffeur who is under the age of 18 years. No person who is under the age of 21 years may obtain a chauffeur

license to drive any school bus when transporting persons, or any motor vehicle when it is used for the transportation of persons for compensation. All chauffeur licenses issued to persons under the age of 21 years shall carry thereon such prohibition.

ALL CHAUFFEUR LICENSES EXPIRE ONE YEAR FROM THE DATE OF ISSUANCE. Any person holding a valid chauffeur's license is not required to have an operator's license.

TEMPORARY OPERATOR OR CHAUFFEUR PERMIT

The Secretary of State may at his discretion issue a temporary operator's or chauffeur's permit to any applicant for a license. Such temporary permit allows the holder to operate a motor vehicle during the period in which the Secretary of State is completing his investigation relative to the applicant's eligibility to receive the type of license for which he has applied. Such permit must be in his possession at all times while operating a motor vehicle, and it shall be invalid when the applicant's license has been issued or for good cause refused. Such temporary permits may not be issued for a period longer than 90 days.

INSTRUCTION PERMITS

Any person 16 years of age or over who, except for his lack of knowledge in the operation of a motor vehicle, is not otherwise ineligible to obtain an operator's license, may upon proper application and payment of the required fee, and after passing such examination as the Secretary of State may prescribe, be issued an instruction permit. An instruction permit may be issued to a person 15 years of age enrolled in an approved high school driver education program.

A minor enrolled in an approved high school driver training program shall be issued an instruction permit which shall restrict the minor to the operation of a motor vehicle *only when accompanied by the adult instructor of the high school driver training program.*

It is a violation of law for any person to attempt to learn to drive a motor vehicle without first obtaining a valid instruction permit. No person shall cause,

authorize or knowingly permit a motor vehicle owned by him or under his control to be driven upon any highway by any person not authorized by the Drivers License Act or by any person who is in violation of any of the provisions of the Act.

An instruction permit entitles the holder, while having such permit in his immediate possession, to drive a motor vehicle upon the highways for a period of 6 months after the date of its issuance when accompanied by a licensed operator or chauffeur who has had at least 1 year of driving experience and who is occupying a seat beside the driver. The person to whom an instruction permit has been issued shall be entitled to not more than 3 attempts to pass the examination within the period of 1 year after the date of application.

PERSONS EXEMPTED FROM THE REQUIREMENTS OF THE DRIVERS LICENSE ACT

The following persons are not required to obtain driver or chauffeur licenses:

1. Employees of the United States Government, or any member of the Armed Forces while operating a motor vehicle owned by or leased to the United States Government and operating on official business.

2. A non-resident who is at least 16 years of age and who has in his immediate possession a valid operator's license issued to him in his home State or country. For a period of 90 days after becoming a resident of this State, any person who is at least 16 years of age and who has in his immediate possession a valid operator's license issued to him in the State or country in which he formerly resided is regarded as a non-resident and is entitled to this exemption.

3. A non-resident who has in his immediate possession a valid chauffeur's license issued to him in his home State or country may operate a motor vehicle in Illinois either as an operator or a chauffeur, subject to the age limits applicable to operators or chauffeurs in Illinois. However, such person

must be licensed as a chauffeur in Illinois before accepting employment as a chauffeur in this State.

4. Any non-resident who is at least 18 years of age, and whose home State or country does not require the licensing of operators, may operate a motor vehicle as an operator ONLY for a period of not more than 90 days in any calendar year if the motor vehicle so operated is duly registered in the home State or country of such non-resident.

5. Any person operating a road machine temporarily upon a highway, or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as an operator or chauffeur.

6. Any person holding a valid operator's license or permit need not be licensed as a chauffeur in order to perform his duties as an employee of a garage which repairs or services motor vehicles and operates a service vehicle, provided that such garage shall have at least one licensed chauffeur who, insofar as is possible, shall take care of all testing and outside service.

7. Any resident of this State who has been serving as a member of the Armed Forces of the United States outside the continental limits of the United States, may legally drive a motor vehicle as an operator only, without an operator's license, for a period not to exceed 30 days following his return to the continental limits of the United States.

The provision granting exemptions to non-residents shall be operative only to the same extent that the laws of the State or country of the non-resident grant like exemptions to residents of this State.

PERSONS WHO MAY NOT BE LICENSED

Licenses shall not be issued or renewed—

1. To any person, as an operator, who is under the age of 16 years, except as provided in paragraph (a) of Section 6-111 of the Illinois Drivers License Act (See Page 8). (But an instruction permit may be issued to a person 15 years of age enrolled in an approved high school driver education program;)

2. To any person, as a chauffeur, who is under the age of 18 years;

3. To any person, as an operator or chauffeur, whose license or permit has been suspended, during such suspension; nor to any person whose license or permit has been revoked, except as provided in Sections 6-205, 6-206 and 6-208 of the Illinois Drivers License Act;

4. To any person, as an operator or chauffeur, who is an habitual drunkard, or is an habitual user of narcotic drugs, or is a user of any other drug to a degree which renders him incapable of safely driving a motor vehicle;

5. To any person, as an operator or chauffeur, who has previously been adjudged to be afflicted with or suffering from any mental disability or disease and who has not at the time of application been restored to competency by the methods provided by law;

6. To any person, as an operator or chauffeur, who is required by the Secretary of State to take an examination unless such person shall have successfully passed such examination;

7. To any person who is required under the provisions of the Motor Vehicle Law of this state to deposit security or proof of financial responsibility and who has not deposited such security or proof;

8. To any person when the Secretary of State has good cause to believe that such person by reason of physical or mental disability would not be able to operate a motor vehicle with safety upon the highways; or to any person who is afflicted or has been afflicted with epilepsy unless such person shall furnish to the Secretary of State a verified written statement, acceptable to the Secretary of State, from a competent medical specialist to the effect that the operation of a motor vehicle by such person would not be inimical to the public safety.

9. To any person as an operator or chauffeur who is over 69 years of age unless such person has successfully completed an examination as provided by law.

RESTRICTIONS

The Secretary of State, whenever good cause appears, has the authority to impose restrictions suitable to the licensee's driving ability with respect to the type of, or special mechanical control devices required on, a motor vehicle which is to be operated by the licensee. The Secretary of State may also impose such other restrictions as may be necessary to assure the safe operation of a motor vehicle by the licensee.

One of the more common restrictions applying to operators and chauffeurs is the requirement that the licensee must wear proper corrective eye glasses at all times when driving. Mechanical restrictions applying to a motor vehicle include such devices as automatic transmission, outside rear-

view mirror on either or both sides, directional signaling equipment, left side brake and accelerator and other mechanical devices designed to insure the safe operation of a motor vehicle by physically handicapped persons.

All *chauffeur* licenses issued to persons under the age of 21 years carry a restriction prohibiting the holder from driving a school bus when transporting persons, or from operating any motor vehicle when it is in use transporting persons for compensation, or transporting children in connection with the operation of any school day camp, summer camp or nursery school and carry restrictions as to the types of weight of vehicles which the holder may drive.

Operation of a motor vehicle in any manner in violation of the restrictions imposed may result in the suspension or revocation of the restricted license or permit. In addition, it is a misdemeanor for any person to operate a motor vehicle in any manner in violation of the restrictions imposed on the restricted license or permit.

DUPLICATE LICENSE

In the event that an operator's or chauffeur's license or permit is lost or destroyed, the person to whom such license or permit was originally issued may, upon proper application and payment of the required fee, obtain a duplicate of such license or permit upon furnishing satisfactory proof to the Secretary of State that such license or permit has been lost or destroyed, unless the applicant's license or permit has been suspended, revoked, cancelled, or deposited in lieu of bail.

CORRECTED LICENSE

Any person to whom there has been issued an operator's or chauffeur's license or permit and who is desirous of obtaining a corrected license or permit in order to indicate a change of name or address, or to correct a statement appearing upon the original permit or license, may upon application and payment of the required fee, obtain such a corrected license or

permit. *However, the original license or permit must accompany the application for correction, or evidence must be furnished satisfactory to the Secretary of State that such license or permit has been lost or destroyed.*

CHANGE OF NAME OR ADDRESS

Whenever any person after applying for, or receiving, an operator's or chauffeur's license or permit, moves from the address named in his application or shown on the license or permit issued to him; or when the name of the licensee or permittee is changed by marriage or otherwise, such person shall, *within 10 days thereafter,* notify the Secretary of State in writing of his old and new addresses, or of such former and new names, and the number of any license or permit held by him. A corrected license or permit may be obtained as described in the foregoing paragraph.

Original chauffeur license	**$5.00**	**Restricted driving permit**	**3.00**
Renewal chauffeur license	**3.00**	**Instruction permit**	**3.00**
Original operator license	**3.00**	**Duplicate license or permit**	**1.00**
Renewal operator license	**3.00**	**Corrected license or permit**	**1.00**

No additional fee shall be charged for an operator's license when issued to the holder of an instruction permit who becomes eligible for such license. An additional fee of $2.00 is charged for a chauffeur license when issued to a qualifying holder of an instruction permit.

USE OF LICENSE IN LIEU OF BAIL

Any person arrested and charged with violation of Section 3-701 of the Motor Vehicle Law, or of any provisions of the Uniform Act Regulating Traffic on Highways, (with the exception of Sections 36, 47, 48 and 131) has the option of depositing his chauffeur's or operator's license with the officer demanding bail, in lieu of any other security.

This privilege does not extend to arrest for drunken driving, reckless driving, leaving the scene of an accident, or violations involving truck wheel and axle loads or gross weights.

CARRYING AND DISPLAYING YOUR LICENSE

Every licensee or permittee shall have his operator's or chauffeur's license or permit in his immediate possession when operating a motor vehicle. Such license or permit, if it is in his possession, shall be displayed upon demand made, when in uniform or displaying a badge or other sign of authority, by a member of the Illinois State Highway Police, sheriff, constable or other peace officer, or a designated agent of the Secretary of State.

However, no person charged with operating a motor vehicle without his license or permit in his immediate possession shall be convicted of this offense if he produces in court, or the office of the arresting officer, satisfactory evidence that a valid license or permit had been issued to him prior to his arrest.

It is unlawful to lend your license or permit to any person.

FOLLOWING IS A BRIEF SUMMARY OF THE DRIVER LICENSE TESTS:

1. Physical Disabilities. Your sight will be tested to determine if your vision is sufficient to permit you to drive safely. If the visual test reveals that you must wear corrective eye glasses in order to meet the minimum standards, your license will be restricted to the operation of a motor vehicle ONLY while wearing glasses.

Other physical disabilities which require restricted licenses are deafness, missing extremities, i.e., an arm or a leg. In all such cases the type of restrictions will be dependent upon the disability.

2. Ability to read and understand Highway Signs: To drive safely you must be able to read and understand highway signs and signals. You will be asked to identify certain signs by their shape, color or the symbol appearing on

them. You will be asked to explain the meaning of certain informational type signs. All such signs used are pictured and described in RULES OF THE ROAD. Study them! No trick questions or signs are used in the test.

3. Knowledge of Traffic Laws. You will be required to take a written examination in order to test your knowledge of Illinois traffic laws. These laws are explained, and in many instances illustrated, in following sections of this booklet. Learn them! Ignorance of the law will not excuse you and it may cost you your license *or your life.*

4. Vehicle Inspection. The inspector who gives you the road test will also check your automobile for mechanical defects that might interfere with safe operation. Certain types of defects will cause him to refuse to give you a driver's test in that particular vehicle. (See Section on — "Your Motor Vehicle.")

5. Road Test. The inspector will accompany you in your car to test your ability to drive. This is the *most* important part of the entire test. He will take note of the manner in which you observe traffic rules and regulations. You will be tested on turning, parking, stopping, backing, etc. Road test inspectors have been instructed not to issue driving commands to the applicant which would cause a violation of the law.

Every applicant for any license or permit who has not been previously licensed in Illinois, or in any other state or country, must be driven to the examination station by a validly licensed Illinois resident. Applicants from other states or countries may drive to the station but must surrender the valid license issued to them by that state or country before being examined. All applicants will be required to furnish proof of identification, i.e., draft card, social security card, birth certificate, or other reliable identification acceptable to the driver license examiner.

YOU WILL LOSE YOUR DRIVING PRIVILEGES IF . . . YOU

ARE CONVICTED OF

Manslaughter or reckless homicide resulting from the operation of a motor vehicle;

Driving while under the influence of intoxicating liquor or narcotic drugs;

Any felony under the laws of any State or the Federal government in the commission of which a motor vehicle was used;

Leaving the scene of a traffic accident involving death or personal injury;

Perjury or the making of any false affidavit or statement under oath to the Secretary of State under the Drivers License Act, *or under any other law relating to the ownership and operation of motor vehicles;*

Three charges of reckless driving within a period of twelve months.

Fail to satisfy within 30 days a final judgment rendered against you as the result of a motor vehicle accident;

Wilfully fail, refuse or neglect to make a report of a traffic accident involving death, personal injury or property damage of $100. or more;

Fail to establish immediate proof of financial responsibility if you were involved in an accident resulting in death, personal injury or property damage of $100. or more.

YOU MAY LOSE YOUR DRIVING PRIVILEGES IF . . . YOU

Commit an offense for which mandatory revocation is required upon conviction;

Are convicted within any 12-month period of three or more offenses against traffic regulations governing the movement of vehicles;

Are repeatedly involved as a driver in motor vehicle collisions or repeatedly convicted of offenses against laws regulating the movement of traffic;

Unlawfully operate a motor vehicle and cause or contribute to an accident resulting in death or injury to any person;

Allow an unlawful or fraudulent use of your license or permit;

Are convicted of an offense in another State which, if committed in Illinois would be grounds for suspension or revocation;

Refuse or fail to submit to an examination as provided in the Drivers License Act, or fail to pass such examination successfully;

Make a false statement or knowingly conceal a material fact in applying for any license or permit;

Display or represent as your own any license or permit not issued to you;

Are found to be ineligible for a license;

Fail to comply with the restrictions imposed on your license.

IT IS A MISDEMEANOR FOR YOU TO:

VIOLATIONS OF LICENSE PROVISIONS

Display or cause or permit to be displayed or have in your possession any cancelled, revoked, suspended, fictitious, or fraudulently altered license or permit;

Display or represent as your own any license or permit not issued to you;

Lend your license or permit to any other person or to knowingly allow another person to use it;

Fail or refuse to surrender to the Secretary of State, upon his lawful demand, any license issued to you which has been suspended, revoked or cancelled;

Use a false or fictitious name in any application for a license or permit or to knowingly make a false statement or to knowingly conceal a material fact or otherwise commit a fraud in any application for a driver license;

Permit any unlawful use of a license or permit issued to you;

Do any act forbidden or fail to perform any act required under the Drivers License Act.

Unless another penalty is provided in the Drivers License Act, or other laws of this State, every person convicted of a *misdemeanor* for the violation of any provision of the Drivers License Act shall be punished by a fine of not more than $300.

PERJURY

If you make any false affidavit, or knowingly swear or affirm falsely to any matter or thing required by the terms of the Drivers License Act to be sworn to or affirmed, *you are guilty of perjury*. The information you submit on any application for a chauffeur or driver license is given under oath that the information contained in it is true.

DRIVING AFTER SUSPENSION OR REVOCATION

If you drive a motor vehicle on any highway or street of this State when your operator's or chauffeur's license, permit or privilege to drive has been revoked or suspended (unless a restricted driving permit has been issued to you) you can be punished by imprisonment of not less than 7 days or more than 1 year. In addition, you can be fined not more than $1,000.

PERMITTING AN UNAUTHORIZED PERSON TO DRIVE

If you cause, authorize or knowingly permit a motor vehicle owned by you or under your control, to be driven upon any highway or street by a person who is not authorized under the provisions of the Drivers License Act, or who is in violation of any of the provisions of the Act, you are guilty of a misdemeanor.

UNLICENSED DRIVING

Upon a second or subsequent conviction for driving without having been licensed you can be punished by imprisonment for not more than one year, and, in addition, you may be fined up to $1,000.

RECKLESS DRIVING

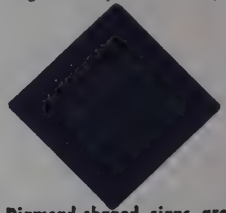
If you operate any motor vehicle with a willful or wanton disregard for the safety of persons or property you are guilty of reckless driving.

Indiscriminate weaving in and out of traffic, making a right or left turn from the wrong lane without regard for PEDESTRIANS or other vehicles, or driving at a speed without regard for existing traffic conditions are examples of reckless driving.

Traffic signs

Traffic signs are designed and installed to help you drive safely, but you must understand exactly what they mean. The shape and color of the sign are important. Even if the lettering cannot be read, because of darkness or fading light, the shape of the sign tells you what to do.

Octagon-shaped (eight-sided signs always mean Stop



Diamond-shaped signs are always Warning signs

Triangle signs always mean Yield-Right-Of-Way

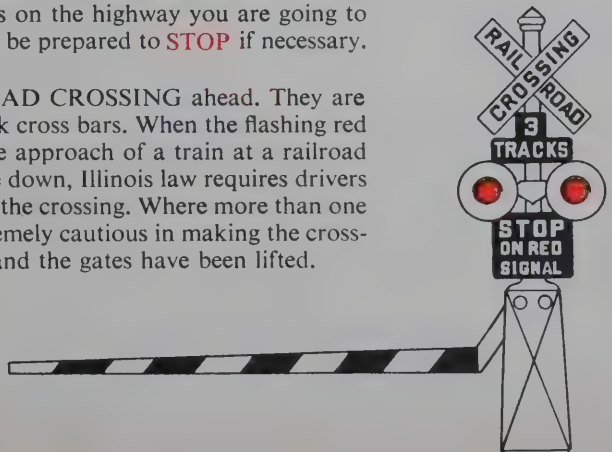
Round signs always mean Railroad Crossing

OCTAGON-shaped (eight-sided) signs always mean STOP! They are yellow signs with black lettering, or red signs with white or silver lettering. When you approach a STOP sign, you must come to a COMPLETE STOP at such sign, or at a clearly marked STOP line, and you MUST yield the right of way to all vehicles on the through highway—or to all pedestrians crossing in compliance with the law—before entering the intersection.

DIAMOND-shaped signs are always WARNING signs. They are yellow signs with black lettering. They warn you to SLOW DOWN because of some danger ahead. They are used to warn you that you are approaching a traffic hazard such as a cross road, a dangerous curve, a divided highway, a STOP sign, or a condition demanding a reduction in normal cruising speed.

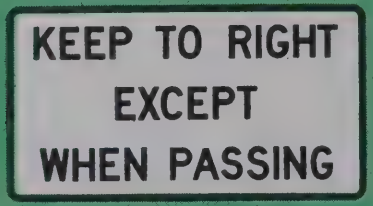
TRIANGLE signs always mean YIELD THE RIGHT-OF-WAY. They are placed near the approach to an intersection and you must be prepared to grant the right-of-way to all vehicles on the highway you are going to enter. You must reduce your speed and be prepared to STOP if necessary.

ROUND signs always mean RAILROAD CROSSING ahead. They are yellow signs with black letters and black cross bars. When the flashing red lights or the ringing of a bell signal the approach of a train at a railroad crossing, or when the crossing gates are down, Illinois law requires drivers of vehicles to stop at least ten feet from the crossing. Where more than one track is involved drivers should be extremely cautious in making the crossing even after the signals have ceased and the gates have been lifted.

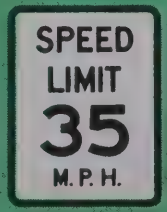


SQUARE-shaped yellow signs always mean CAUTION! They are yellow signs with black letters containing a message of CAUTION.

RECTANGULAR-shaped signs are REGULATORY signs. They are for the purpose of giving you instruction.



SPEED LIMIT signs are always RECTANGULAR. Such RECTANGULAR-REGULATORY signs are always white with black lettering.



SQUARE WHITE signs are for the purpose of giving you information. They are always white with black lettering.

U S highways are marked like this

State highways are marked like this

County highways are marked like this

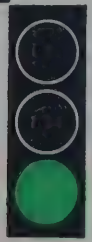
Interstate highway signs are large red and blue shields with white lettering.

RED LIGHT. Stop—Neither vehicles nor pedestrians facing the signal may cross the intersection. In stopping vehicles *must not* block the pedestrian crosswalk.

GREEN ARROW. This signal appearing with a red light, indicates that motorists may turn cautiously in the direction the arrow is pointing, but they must yield the right-of-way to pedestrians crossing in compliance with the law.

YELLOW LIGHT. Caution—Do not proceed until the light has turned to green, unless you are in the intersection when the light turns yellow. Vehicles and pedestrians caught in the intersection when the yellow light shows should be given the right-of-way until clearing the intersection or a place of safety has been reached.

FLASHING YELLOW LIGHT. Motorists must reduce to a low speed and then cross the intersection with caution, yielding the right-of-way to pedestrians.



GREEN LIGHT. Drivers and pedestrians facing the signal may proceed with the green light. If a pedestrian-walk light is in operation, pedestrians *must* wait for the "*walk*" light.

WALK LIGHT. Pedestrians may move only when such walk light is in their favor. Pedestrians facing such a signal may proceed across the roadway in the direction of the signal and *must* be given the right-of-way by the drivers of all vehicles.

WAIT LIGHT. Pedestrian may not cross the roadway in the direction of a WAIT light, but any pedestrian who has partially completed his crossing on the WALK signal shall proceed to a sidewalk or safety island while the WAIT signal is showing.

FLASHING RED LIGHT. Motorists must come to a *full stop* at the crosswalk—whether marked or unmarked—before proceeding into the intersection, and must yield the right-of-way to pedestrians.

A CAUTION sign to inform you that a road crosses the highway ahead, and while you can expect the right-of-way, you must be alert for traffic entering from either side.

A WARNING sign. You can expect a succession of curves reversing each other ahead, which will not be individually marked with curve signs: Also called S-curves.

A WARNING sign. A sharp turn in the road is ahead. You must slow to the speed shown on the sign placed under this in order to make the turn safely.

A WARNING sign. A reverse curve in the highway is ahead. A speed sign will generally be under it. Do not go faster than the speed shown on it.

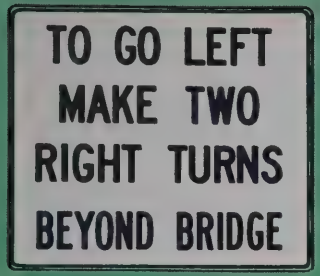
A curb or parkway divides the pavement ahead. You should be prepared to adjust your position if necessary to keep to the right of it.

You have been driving on a highway having two lanes in each direction. The sign warns you that the highway ahead has only one lane in each direction.

The highway will be substantially narrower ahead, perhaps abruptly so. You should be prepared to avoid running off the pavement edge.

You should drastically reduce your speed and be prepared for the unexpected. Road repairs can present varied situations.

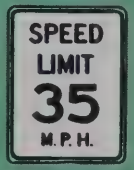
The highway being traveled has been closed ahead. You must be prepared to follow a marked detour.



No left turns permitted. To go left on the highway you are approaching you will have to go over or under a bridge, turn right off the highway you are on and make another right turn onto the cross highway.

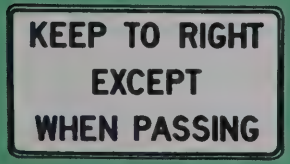
You are approaching a bridge or subway which will take you over or under another highway. You will not have to stop if going straight ahead. You cannot turn left from the highway you are on.

You cannot drive against the direction indicated by the arrow.



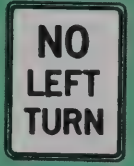
This is the ABSOLUTE speed for this portion of the highway. A person driving over the posted speed limit is subject to arrest.

You may not enter a traffic lane or street so marked. It is reserved for traffic coming toward you.



You must not drive continuously in the next-to-center lane of a four-lane pavement.

To make a left turn at the intersection ahead, you should be in the lane nearest the center of the road.



A left turn at such marked intersection is forbidden.

This sign warns drivers that one-way traffic is ending and two-way traffic operation is in effect in the next block. You should adjust your position to the right to allow for it.

A school bus stopped along a highway to load or unload children must not be passed from either direction until the bus resumes motion or the bus driver signals you to proceed. (See School Bus—Page 52.)

When you come to this sign, you will be able to see ahead farther, and passing is permitted if it is safe to do so.

You can expect a single lane of pavement ahead. You must plan your movement into it in accordance with other traffic on the highway or signals from a flagman, if one is present.

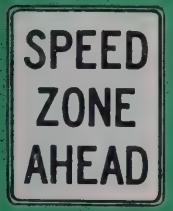
A permanently mounted school signal is ahead, which might or might not be flashing a red indication. You must be alert for the presence of school children, slow down and be prepared to stop if the signal starts flashing while you are approaching.

You are approaching a cross highway having a marked route on it. There will be a Stop sign you must obey.

You are about to enter a divided highway from an interchange ramp or you are approaching on the main highway the junction point of an interchange ramp. You will not have to stop but you must adjust your speed and position so as to avoid a collision with any other vehicle.

Do not try to pass a car when the sight distance ahead is limited.

A yellow line on the left side in your traffic lane, means you may not cross it in order to pass another car. You may cross it legally only to make a left turn.



You are approaching a length of highway which will have a speed limit sign carrying a lower limit.

This sign prohibits stopping or parking a vehicle on the pavement.

You are on an expressway. This sign is a warning that if you expect to leave it at the named thoroughfare, you should be in the correct exit lane.

The exit so marked at a grade separation will take you in the direction indicated by the arrow. If you desire to go in the other direction, there will be another exit farther on marked as below.

This sign marks the exit for the other direction.

Traffic regulations

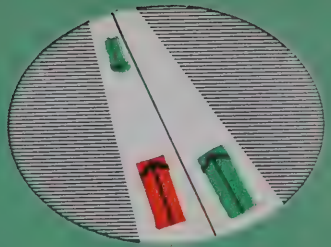
Highway engineers have done everything possible to make the highways safe for driving. If you will observe the highway markings, traffic regulatory signs and signals you will be a much safer driver.

KEEP TO THE RIGHT. You should drive as far to the right side of the road as is possible, except when overtaking and passing another vehicle, when you are preparing to make a left turn, or when the right side of a highway is closed to traffic.

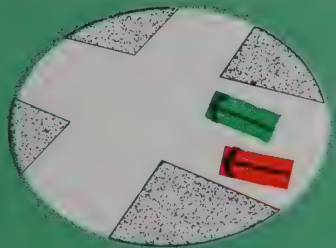
NEVER DRIVE ON THE LEFT SIDE OF THE ROAD IN THE FOLLOWING SITUATIONS:

- ★ *When you are within 100 feet of another vehicle coming from the opposite direction* (1)
- ★ *When nearing or crossing a street or highway intersection* (2)
- ★ *When nearing a bridge, viaduct, tunnel or underpass* (3)
- ★ *At or near railroad crossings* (4)
- ★ *On a hill or curve, or on any other section of the highway where you cannot see sufficiently far ahead* (5 and 6)
- ★ *When the yellow barrier line is on your side of the center line.* (7)

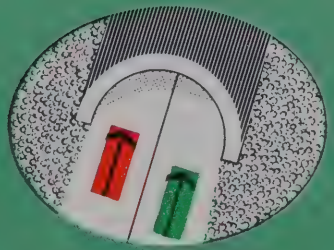
DO NOT PASS AT THESE LOCATIONS



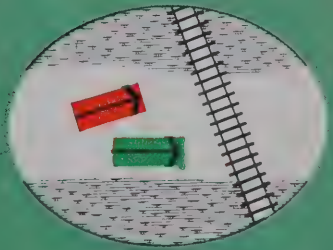
1. APPROACHING



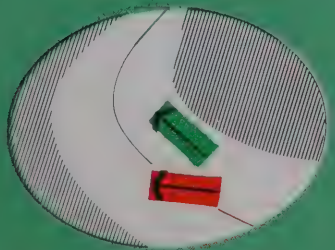
2. INTERSECTIONS



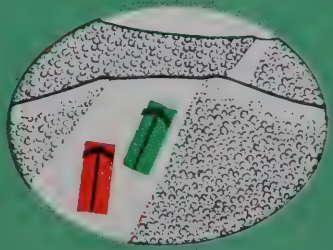
3. BRIDGES, ETC.



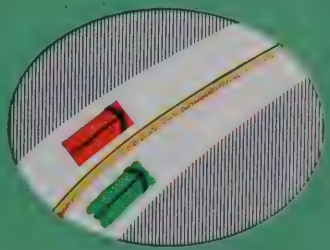
4. RAILROADS



5. CURVES



6. HILLS

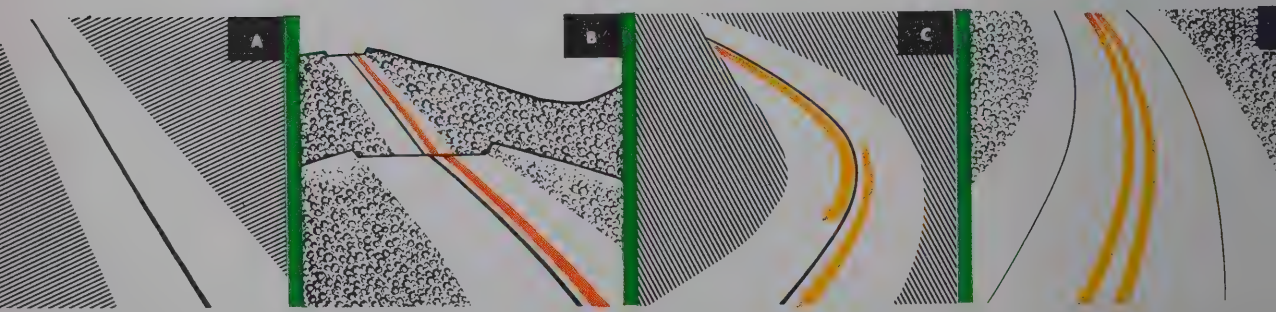


7. BARRIER LINE

ROAD MARKINGS Illinois highways for two lanes of traffic moving in opposite directions, are divided in the middle by a center-line stripe. A black line is used on some concrete pavement and a white-dash line on brick or other darker surfaces. (A) You should never cross this center line except when passing a vehicle proceeding in the same direction, or when making a left turn.

A single YELLOW line or stripe is used to indicate NO PASSING ZONES on hills, curves, or at other hazardous locations. You must never attempt to pass another vehicle when the yellow line is on your side of the highway. (B-C)

Double (two) yellow lines are used to divide a four lane solid type highway. The two lanes on each side of the center of the highway are then divided by a single black or white line. You should drive in the *right hand lane* at all times except when overtaking and passing a vehicle, or when making a left turn. *You must never cross the double yellow line.* (D)



DON'T WEAVE Stay in your own traffic lane. If you have to leave it for any reason, such as turning or passing, make certain that you can do so *safely*, and safety rules call for the proper *signal* before changing lanes.

DON'T FOLLOW TOO CLOSELY You must maintain sufficient distance between your vehicle and the vehicle ahead of you so that you can stop in case of any emergency without colliding. Allow at least one car length for every ten miles per hour of speed. At 30 miles per hour keep at least three car lengths between you and the other vehicle ahead; at 40 miles per hour, four car lengths, etc. Keep as far behind as the pressure of traffic will allow. If you *must* follow closely take extra precaution in watching for trouble ahead.

PASSING When overtaking and passing another vehicle going in the same direction on a two-lane highway *always pass on the left.* Before you cross to the left hand side of the center line, make certain that there is ample time to pass and return to the right hand lane before meeting any car coming from the opposite direction. Sound your horn so the driver you are about to pass will know of your intention, and give a left turn signal for the driver behind you. At night, flash your headlights.

The left rear portion of a car has a *"blind spot."* Most inside rear vision mirrors will not disclose the position of your car to the driver of the car ahead of you when your car is traveling in his *"blind spot."*

See *"DON'T DRIVE IN ANOTHER DRIVERS 'BLIND SPOT'"* —(Page 83).

After passing and before returning to the right hand lane, be sure you have amply cleared the passed car. *Don't cut back too quickly.* Wait until you can see the left front headlight of the car you have passed in your inside rear vision mirror.

Illinois law requires that you be back in the right hand lane before you come within 100 feet of any vehicle approaching from the opposite direction.

Never overtake and pass a car that has stopped at an intersection in order to allow a pedestrian to cross the street. (E)

When a driver behind sounds his horn and indicates his intention of passing, keep as far to the right as possible and DO NOT INCREASE your speed.

TURNING MOVEMENTS

Numerous accidents are caused by drivers who, either through ignorance or negligence, fail to make right or left turns correctly. There are certain steps which all good drivers take before making a turn.

1. Decide on the place where you intend to turn before you reach it. Never make a "last second" turn. It is always dangerous—and it may prove to be fatal.

2. Move into the proper lane as soon as possible. The faster traffic is moving, the sooner you should get into the proper lane.
3. Look behind and to both sides to see where other vehicles may be before you change lanes, then signal your intention of changing lanes.
4. *You must give a left or right turn signal at least 100 feet ahead of your turning point. Hold the signal until you are close enough to the intersection so that persons and vehicles on the cross streets are aware of your intention to turn. Do not hold the signal while making your turn. You need both hands on the wheel.*
5. *Slow down before making the turn and make* the turn at the same speed at which you begin it.
6. *Make the turn correctly.* This will be easy if you are in the proper lane and proceeding slowly enough at the time you begin to turn.
7. Finish your turn in the proper lane.

RIGHT TURNS Give the proper signal at least 100 feet ahead. Approach the corner at which you intend to turn in the extreme right hand lane and stay as close to the curb as possible so that you will still be in the right hand lane when you have completed your turn. *Do not swing wide.* (F) - Page 36.

LEFT TURNS Be in the lane nearest the center of the road at least a half a block before the intersection. Start the turn just to the right of the center of the roadway and complete the turn in the lane nearest, and to the right, of the center of the intersecting street. Where practical, the left turn should be made to the left of the center of the intersection. (G) - Page 36.

TURNING LEFT FROM ONE-WAY ONTO TWO-WAY STREETS

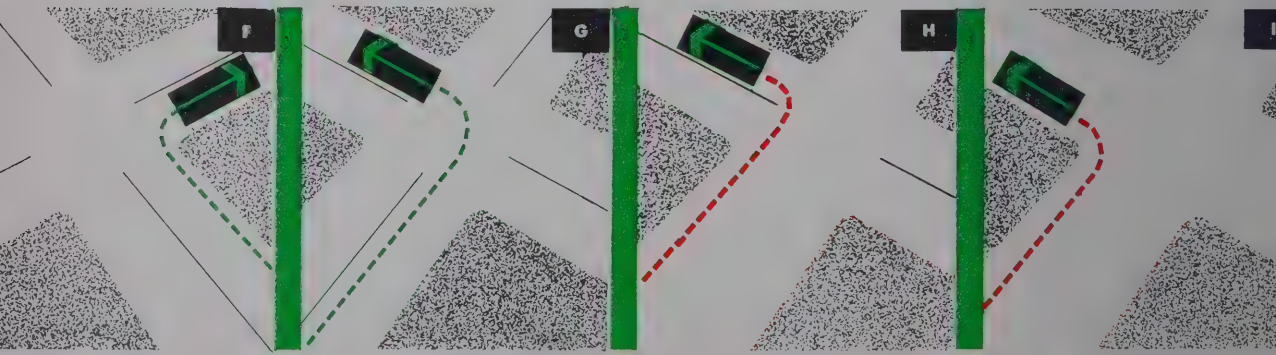
After giving the proper signal, make your approach for a left turn from a one-way street onto a two-way street in that portion of the roadway as close to the LEFT HAND curb or edge of the roadway as is practicable. After entering the intersection make your left turn by keeping to the right of the center line of the roadway you are entering after leaving the intersection. (H)

TURNING LEFT FROM ONE-WAY ONTO ONE-WAY STREETS

Where both streets or roadways are one-way and a left turn is allowed, your safe and correct position, after the proper signal, is as close as practicable to the left hand curb or edge of the roadway. (I)

TURNING LEFT ONTO ONE-WAY STREETS

After giving the proper signal, make your approach for a left turn from a two-way street into a one-way street in that portion of the roadway nearest the center line and in turning left pass as closely as possible to the left-hand curb or edge of the roadway.



COASTING Illinois law prohibits the driver of any motor vehicle, when traveling upon a down grade, from coasting. This means that it is against the law to go down any hill with the gears of your car in the *neutral* position.

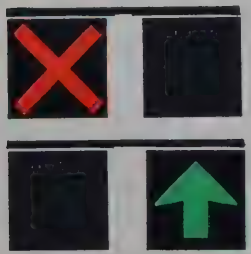
SLOW DRIVING Some drivers believe that a slow driver is the safest driver. This is not true. Drivers who drive so slowly as to impede the progress of the vast majority of other vehicles using the same highway are oftentimes responsible for or cause accidents to happen to other drivers. Vehicles behind them are tempted to take chances in order to pass the "slow poke." Illinois law plainly states "No person shall drive a motor vehicle at such slow speed as to impede or block the normal and reasonable movement of traffic. . . "

DIMMING HEADLIGHTS Illinois law requires that you dim your headlights within not less than 350 feet of any vehicle approaching from the opposite direction.

SAFETY ZONES *AT NO TIME MAY YOU DRIVE YOUR VEHICLE THROUGH OR WITHIN A SAFETY ZONE.*

Where a safety zone has been established you may pass a stopped street car or bus, *but you must drive at a reasonable and proper speed and with due caution for the safety of pedestrians.*

LANE CONTROL SIGNALS



Signals such as these, located above individual traffic lanes on streets of four or more lanes, indicate direction of traffic flow during morning and evening rush hours. Motorists must not enter lanes showing red light and may enter only lanes showing green light. Motorists must obey all other traffic signs and signals.

Hand Signals

Before you slow down, turn or change lanes, make certain that you can do so safely. Then, let other drivers and pedestrians know what your intentions are by giving the proper hand signal.

The hand signals illustrated are mandatory under Illinois law, unless the vehicle you are driving is equipped with a signal device. The law also requires that such signals must be given at least 100 feet before making your turn, slowing down or stopping. However, even though you have a signal device on your motor vehicle, safe, courteous driving is better served when you also give the proper hand signal.

FALSE SIGNALS

Many careless and thoughtless drivers often drive with their left hand and arm dangling out of the window, or with their left hand clutching the roof of the vehicle. *This is dangerous. Don't do it!* Oftentimes, drivers following or approaching them interpret these gestures as signals. You should keep both hands on the steering wheel at all times, except when giving a true hand signal or preparing to make a turn.

RIGHT TURN *Hand and arm extended upward.* You should extend your left hand and arm out of window and bend it sharply upward at the elbow.

LEFT TURN *Hand and arm extended horizontally.* You should extend your left hand and arm well out of the window and point the index finger in the direction to be taken. You should also use this same signal when you are pulling away from a curb and entering traffic, or when moving from a right hand lane into a left lane to pass another vehicle.

STOP OR DECREASE OF SPEED *Hand and arm extended downward.* You should extend your left hand and arm well out of the window, bent sharply downward at the elbow, the palm of your hand being open and facing backward.

You and the right of way

When to yield the right-of-way is one of the most important Rules of the Road.

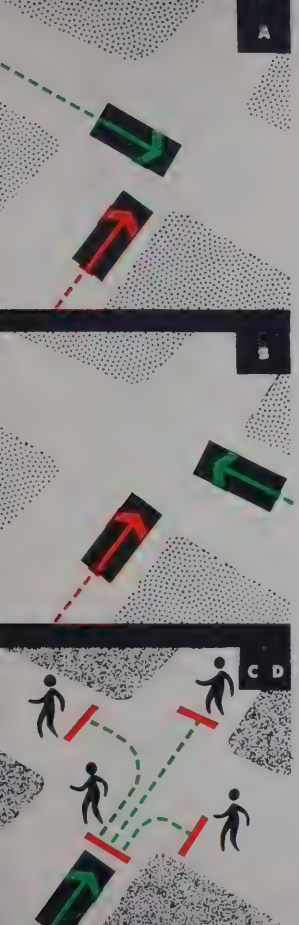
For safety's sake—*Always yield the right-of-way—even when you legally have the right-of-way—if your insistence on such right-of-way might cause an accident.* Your own self-interest is served when you avoid having an accident.

Consequently, the following state laws covering right-of-way are always subject to the law of self-preservation. Don't insist on your right to the rignt-of-way at the cost of your life—or the life of another person.

The driver of a vehicle *approaching an intersection shall* YIELD the right-of-way to any vehicle that has *entered* the intersection from a different highway. (A)

If two vehicles enter an intersection from different highways at approximately the same time, the driver of the vehicle on the LEFT shall YIELD the right-of-way to the driver on the right. (B)

If you are driving onto or across a through highway, or at an intersection with stop-sign control, you MUST stop and yield the right-of-way to



other vehicles proceeding on the through highway in either direction or which are approaching so closely as to constitute an immediate hazard. After having stopped and yielded the right-of-way you may proceed at such time as a safe interval occurs in the flow of traffic.

When facing a RED traffic control signal, FLASHING RED signal, or a STOP SIGN at an intersection, *school crossing* or, a *pedestrian crosswalk between intersections,* you must come to a complete stop before entering the nearest crosswalk *and yield the right-of-way to all pedestrians within the crosswalk or entering the crosswalk from either side of the roadway.* If you are making a right turn or a left turn at such intersection you must *also yield the right-of-way to any pedestrian within a crosswalk.* (C)

If there is a STOP SIGN, a RED traffic control signal light or a FLASHING RED light at an intersection you must come to a *complete stop.* When you come to a stop, make certain that no part of your vehicle obstructs the space set aside for pedestrians to cross the intersection.

When the intersection is controlled only by a STOP SIGN, and after you have come to a complete stop, you must yield the right-of-way to pedestrians crossing the street in compliance with the law. You may enter or cross the intersection *only when it is safe to do so.* (D)

If there is a stop-and-go signal light in operation all motor vehicles and PEDESTRIANS have the right-of-way when proceeding with the GREEN light, unless a pedestrian "walk" or "wait" signal light is also in operation. *Drivers making a right or left turn on the green light must yield the right-of-way to pedestrians within the crosswalk who are proceeding with the green light.* (E)

The driver of a motor vehicle should always slow down or STOP if need be, and yield the right-of-way to any pedestrian crossing the street or highway within any marked or unmarked crosswalk. (F)

At intersections where stop signs are located on all four corners, (four-way stops) the first car to come to a complete STOP should be given the right-of-way. If two or more cars arrive at the intersection and complete their stops at the same time, the car on the right has the right-of-way. (G)

In making a left turn at *any* intersection, the driver making such a left turn must yield the right-of-way *to all pedestrians crossing in compliance with the law* and to any vehicle approaching from the opposite direction which is within the intersection or so close to the intersection so as to constitute an immediate hazard. (H) The driver making the left turn, after having so yielded, and after having given the left turn signal as required by law, may make such left turn. The drivers of all other vehicles approaching the intersection from the opposite direction must then yield the right-of-way to the driver making the left turn.

The driver of a motor vehicle about to enter or cross a street or highway from a private roadway, driveway or alley must stop before driving onto a sidewalk and yield the right-of-way to ALL pedestrians, and upon entering the roadway, shall yield the right-of-way to ALL vehicles approaching on the highway from either direction and so close as to constitute an immediate hazard.

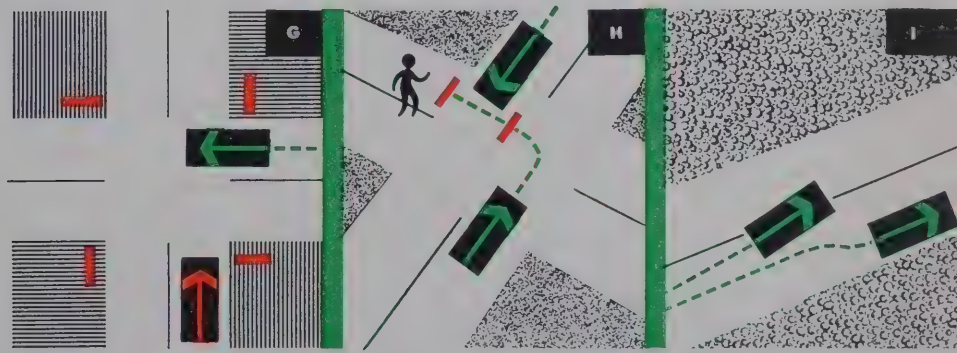
In making either a right or left turn at any intersection, the driver of a motor vehicle must yield the right-of-way to ALL PEDESTRIANS crossing the intersection in compliance with the law.

The driver of any motor vehicle leaving a parked position should be careful to give the right-of-way to all moving traffic.

If a PEDESTRIAN or a motor vehicle has *already progressed* into an intersection and the signal light changes, such PEDESTRIAN or motor vehicle should be given the right-of-way until the intersection has been crossed or a place of safety has been reached.

Slow moving vehicles should yield the right-of-way to all vehicles approaching from the rear. (I)

Regardless of who has the right of way, the drivers of vehicles must always exercise due care to avoid colliding with any pedestrian and they must always exercise a high degree of caution when they observe any child, or any confused or incapacitated person, upon a street or highway.



Speed

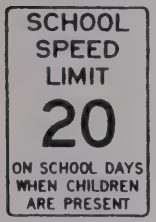
Speed is a serious factor in many of the deaths which result from accidents. Speed is not always, in itself, the primary cause, but coupled with other difficulties it becomes the added ingredient which turns a minor mishap into a death or serious injury.

The Illinois speed law sets an ABSOLUTE limit for all highways maintained by the State in rural and urban districts. Under the law the driver must prove that he was not exceeding the posted limits.

In the law areas are no longer designated as "business, residential or suburban district." These terms have been replaced with "urban districts" and "outside urban districts." The law defines an urban district as "*. . . the territory contiguous to and including any street which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of a mile or more.*" THE HIGHEST SPEED LIMIT IN URBAN DISTRICTS FOR ALL VEHICLES IS 30 MILES PER HOUR, unless signs indicating higher or lower speed are posted.

Unless highways are otherwise posted speed limits outside urban districts for various vehicles are:

CARS	**65 MPH**	**TRUCKS (under 4 tons)**	**55 MPH**
BUSES	**60 MPH**	**TRUCKS (over 4 tons)**	**50 MPH**



Special speed limits apply when passing schools. **Illinois law states** that no person shall drive a motor vehicle at a speed in excess of 20 **miles per** hour while passing a school zone or while traveling upon any **public thoroughfare** on or across which children pass going to and from school **during school** days when school children are present.

This special speed limit shall not be applicable unless appropriate signs are posted upon streets and highways maintained by the Illinois Highway Department, the township, county, park district, city, village or incorporated town wherein the school zone is located. Such signs shall give proper due warning that a school zone is being approached and shall indicate the school zone and the maximum speed limit in effect during school days when school children are present.

These limits are not an invitation to all drivers to drive at those speeds. They represent the MAXIMUM or top speed at which a vehicle may be driven under normal conditions. The fact that the speed of any motor vehicle is less than the maximum rate does not relieve a driver from the responsibility of decreasing his speed when approaching and crossing an intersection, going around a curve or over the crest of a hill, or when special hazards exist with respect to pedestrians or other traffic, or when on a winding road or in any other dangerous zone, or when weather conditions make driving hazardous.

A speed of 20 miles per hour in a 30 mile per hour zone at certain times and under certain traffic or weather conditions MAY BE A VIOLATION OF LAW. Always watch for speed limit signs which may provide for lower limits than are discussed above.

SPEED AND STOPPING DISTANCES

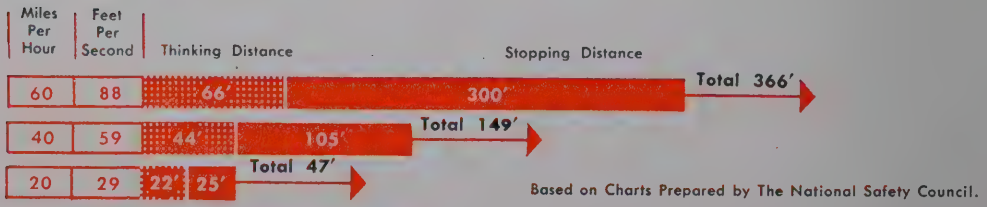
To stop a moving vehicle, three separate acts are required: First, the eye must see the danger; Second, the brain must command the foot to apply the brakes;

Third, the foot must move to the brake pedal and apply sufficient force to put the brakes into operation. This is known as the "Reaction Time."

Tests have shown that the reaction time of the average driver ranges from three-quarters of a second to as much as one and one-half seconds. At 60 miles per hour a motor vehicle is traveling 88 feet per second!

Look at the illustrated table. "Thinking distance" means the distance traveled while doing the three acts mentioned above!—Your "Reaction Time" to potential danger. The next set of figures in the diagram is the "*braking distance,*" which means the distance traveled after the brakes have been applied. These tests were made with four-wheel brakes in good condition on a dry, level-surfaced highway. To find the total stopping distance required at the various speeds add both sets of figures. At 70 miles per hour—under perfect driving conditions—it takes expert drivers almost *twice the length of a football field* to stop a car!

Added to the above "reaction time" and "braking distance" is the fact that many drivers are not physically or mentally equipped to drive a motor vehicle at high speeds. For the average driver, and most drivers are average, high speed driving is not safe. Your top driving speed should NEVER exceed the limits of your driving abilities.



Based on Charts Prepared by The National Safety Council.

Stop Lights, Flashing Red Lights, Stop Signs

When the RED light on a traffic control (STOP-and-GO light) is *facing* you at an intersection, or at any location between intersections, you must come to a COMPLETE STOP.

When a FLASHING RED light is *facing* you at an intersection, or at a crosswalk between intersections, you must come to a COMPLETE STOP.

When a STOP sign is *facing* you at an intersection, or between intersections, you must come to a COMPLETE STOP.

In each instance mentioned above, you MUST STOP YOUR VEHICLE BEFORE ENTERING THE NEAREST CROSSWALK, OR AT THE POINT INDICATED BY A CLEARLY VISIBLE LINE OR MARKING ON THE PAVEMENT SHOWING WHERE THE STOP SHALL BE MADE. If there is no line or marking, STOP EVEN WITH THE TRAFFIC SIGNAL, or at the point nearest the intersecting roadway where you have a view of approaching traffic.

AFTER COMING TO A COMPLETE STOP, ALWAYS YIELD THE RIGHT-OF-WAY TO PEDESTRIANS WHO ARE CROSSING THE STREET OR ROADWAY IN COMPLIANCE WITH THE LAW.

PEDESTRIAN DUTIES

Pedestrians THEIR DUTIES AND RIGHTS

Each year thousands of pedestrians are killed or seriously injured by motor vehicles. Almost one-third of all the persons killed in traffic accidents are pedestrians. Many pedestrians apparently fail to realize that they cannot compete with a motor vehicle—and stay alive. Elderly persons particularly, have not adapted themselves to the age of the high speed motor vehicle. Nor can children be depended upon to know and obey the simple rules of safety. Unfortunately—and this is something that every driver should always remember—the safety of the average pedestrian rests in his hands.

Pedestrians must obey all traffic regulations and signals.

Pedestrians must not cross the street against the red light.

Pedestrians must not cross the street between intersections, or in the middle of the block. When they do, they yield the right-of-way to all moving vehicles—and they may lose their lives!

Wait on the sidewalk—not in the street—for the light to turn green.

It is against the law to walk on a highway if there is a sidewalk, *and you must face the traffic approaching from the opposite direction.*

It is against Illinois law to stand in the roadway for the purpose of soliciting a ride from the driver of any vehicle. *No hitch-hiking.*

Do not step into the street from between or behind parked cars.

After alighting from a bus or street car, wait and cross the street behind it. *Do not cross in front of it!*

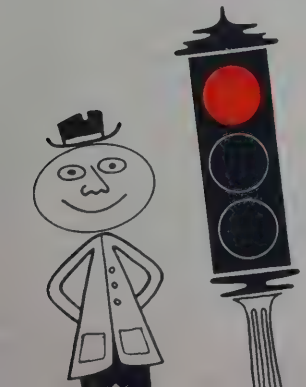
Pedestrian walk light—Pedestrians facing such a signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

Pedestrian wait light—No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the wait signal is showing.

When walking on the street or highway at night, wear light colored clothing that will reflect light—carry a light—or tie a white handkerchief around your left arm.

REMEMBER—when you step out of your automobile *you are a pedestrian! Don't enter or alight from a motor vehicle on the street side.*

PEDESTRIAN RIGHTS



Pedestrians crossing a street or highway in compliance with the law at a crosswalk at an intersection—whether marked or unmarked—have the right-of-way over all vehicles.

Where stop signs or flashing red signals are in place at an intersection, or at a plainly marked crosswalk between intersections, the drivers of all vehicles must stop before entering the nearest crosswalk and yield the right-of-way to any pedestrians within or entering the crosswalk from either side. The drivers of such vehicles having so yielded the right-of-way to pedestrians entering or within the nearest crosswalk at such intersection MUST ALSO YIELD THE RIGHT-OF-WAY TO ANY PEDESTRIAN WITHIN ANY OTHER CROSSWALK AT SUCH INTERSECTION.

Any blind person carrying a white cane in a raised or extended position, or being guided by a dog, *shall have the right of way in crossing any street or highway whether or not traffic is* controlled by traffic signals. The driver of a vehicle must come to a *full stop* and take such precautions as may be necessary to avoid injury to the blind person.

Uniform Act Regulating Traffic on Highways. (Art. X, Sec. 75a)

A cherished ball rolls out onto a street, closely pursued by its pint-sized owner. Some of the most exciting races in history are run on the way to and from school, often past the safety of the sidewalk. And hopscotch boxes are nearly always drawn only a laugh away from a fast moving stream of traffic. Children are a driving hazard that no road sign or traffic signal can possibly control. There is only one safe rule to follow:

ALWAYS BE ALERT FOR CHILDREN

YOU HAVE MORE THAN A WHEEL IN YOUR HANDS!

The action of children—like the wind—is unpredictable.

Sometimes the driver at the steering wheel forgets. His hands grip the circle of plastic, but his mind is miles away.

Then—a boy tries to beat the first bell, and doesn't remember how he was taught to cross a street.

A little girl pushes her way out of the yellow school bus and races toward her afternoon milk and cookies.

A gang of happy small fry let off steam on the way home from school.

When children are playing on the sidewalks or near the street, a driver must go slowly, extra slowly.

A flashing red signal in a school zone means STOP—CHILDREN ARE CROSSING—OR ABOUT TO CROSS—THE STREET.

Only a driver with his mind on the job can save them.

Why does a driver have more than a wheel in his hands?

Look at children for a moment, and you know why!

THEY'RE AMERICA'S MOST PRECIOUS ASSET!

All of the children at play—are *your* children. Their fate is in your hands —when your hands are on the steering wheel of a car.

School Buses

Illinois law demands that a person who intends to act as a chauffeur of a school bus *must be at least 21 years of age* and be licensed as a chauffeur by the Secretary of State. The person must meet certain health standards adopted by the Superintendent of Public Instruction and pass the special school bus chauffeur examination devised by that department.

A manual for school bus drivers, completely outlining the qualifications and requirements, may be obtained by writing to the Superintendent of Public Instruction, Springfield, Illinois.

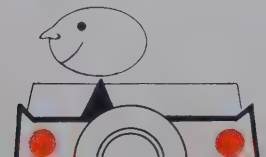
School bus means every motor vehicle carrying more than seven persons operated by or for a public, governmental, private or religious school solely for the transportation of pupils in connection with any school activity.

APPROACHING, OVERTAKING or PASSING SCHOOL BUSES

Illinois law demands that the driver of any vehicle must STOP upon meeting or overtaking any plainly marked school bus which has stopped for the purpose of receiving or discharging children. This also applies to drivers of vehicles coming toward a school bus. No driver may pass a school bus—*from either direction*—while children are alighting from or boarding it.

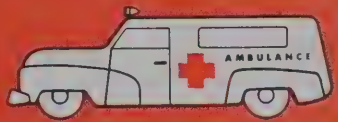
The driver of any vehicle approaching or overtaking a school bus which has stopped to pick up or discharge children, after coming to a complete stop should not proceed until the school bus has resumed motion, or the driver of the school bus has signaled to proceed.

This requirement to stop—under Illinois law—applies *even where the stopped school bus is on the other side of a wide highway,* unless the highway



is divided from traffic moving in the opposite direction by a strip of ground which is not surfaced or is not suitable for vehicular traffic. A driver need not stop his vehicle when driving upon a controlled access highway if a school bus is stopped in a loading zone adjacent to the surfaced or improved part of the controlled access highway where pedestrians are not permitted to cross such controlled access highway.

Emergency Vehicles

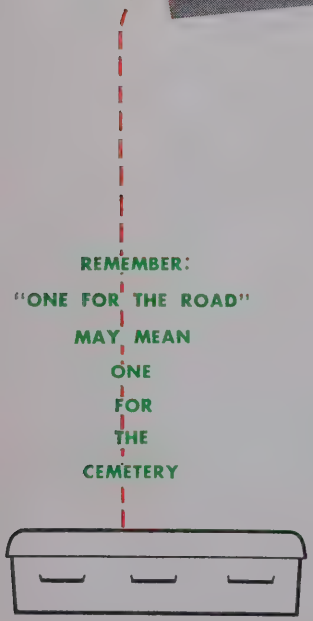


When you hear the siren and see the red lights of an emergency vehicle, yield the right-of-way by pulling over to the right-hand curb clear of any intersection, stop, and remain stopped until all emergency vehicles have passed—unless a police officer gives you different instructions. You may not follow closer than 500 feet behind any fire apparatus driving in response to a fire alarm.

Drunken driving

IF YOU ARE DRIVING . . . DON'T DRINK!

IF YOU ARE DRINKING . . . DON'T DRIVE!



Illinois law provides that any person convicted of driving while under the influence of intoxicating liquor shall be punished by *imprisonment of not less than 2 days nor more than one year, or by a fine of not less than one-hundred dollars ($100) nor more than one thousand dollars ($1,000) or by both fine and imprisonment.* On a second or subsequent conviction for driving while intoxicated the driver shall be punished by *imprisonment for not less than ninety days nor more than one year, and, in the discretion of the court, a fine of not more than one thousand dollars ($1,000).*

The Illinois Drivers License Act makes it mandatory upon the Secretary of State to revoke the license or permit of an operator or chauffeur upon receipt of a report that such operator or chauffeur has been convicted of driving while intoxicated. After such revocation the person is denied the privilege of driving a motor vehicle for a period of one year, and may not apply for a new driver or chauffeur license until one year from the date of revocation. Even then, the Secretary of State is empowered to withhold issuance of a driver or chauffeur license to such person unless he is satisfied after investigation that to grant the privilege of driving a motor vehicle on the highways to such person will not endanger the public safety or welfare.

Motorcycles

MOTOR-BIKES & MOTOR-SCOOTERS

Operators of motorcycles, motor-bikes and motor-scooters are subject to all laws regulating motor vehicles. The motorcycle, motor-bike or motor-scooter must bear current valid Illinois registration plates.

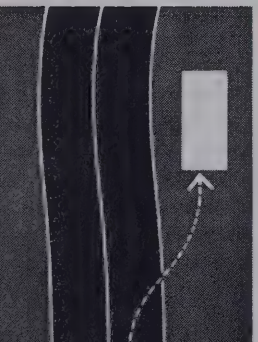
If you operate a motorcycle, motor-bike or motor-scooter on the highway or street, you are granted all the privileges and are subject to all of the duties applicable to the driver of any other type of motor vehicle. You must obey all traffic regulations, stop signs and signal lights.

Your motorcycle, motor-bike or motor-scooter must be equipped with a brake, one headlight exhibiting a white, yellow or amber tinted light visible for at least 500 feet, and a red light on the rear which must be visible from the rear at 500 feet. It must also be equipped with a horn, in good working order, audible under normal conditions at a distance of 200 feet.

Illinois law also requires that the person operating a motorcycle shall ride only upon the permanent and regular seat. No other person may ride with the operator of a motorcycle unless such motorcycle has been designed to carry more than one person. If the motorcycle has been designed to carry more than one person a passenger may ride upon the permanent and regular seat if the seat was designed to carry two persons, or upon another seat firmly attached to the rear or side of the motorcycle.

Parking

Illinois law demands that a driver, after parking a vehicle, must stop the engine, lock the ignition and remove the key. If you are parking on a hill or a perceptible grade, under Illinois law, you must set your brakes. If you are parking downhill, you must turn the front wheels of your vehicle toward the curb or the side of the highway. If you are parking uphill, turn your front wheels away from the curb and allow your vehicle to go back until the back of your front wheels are securely resting against the curb. On highways where there is no curb, turn your front wheels sharply toward the *right,* just as you would do when parking headed downhill.



Never park on the paved or improved part of any highway outside of urban districts. If you must stop your vehicle drive completely off the road. If conditions are such as to make it impossible to pull off the roadway, such as a soft shoulder or a deep ditch, you must be certain that you leave a clear and unobstructed width of highway on the left side of your car to allow for the passage of other vehicles. *Do not park close to the crest of a hill or on a curve.* You should always park so that your vehicle is clearly visible to cars approaching from either direction. At night, make certain that your parking lights and taillights are on, unless you are parked in a parking space where no lights are required.

Wise motorists carry emergency red flares in their vehicles in case of enforced stops on dark highways at night. One is placed 100 feet in front of the vehicle and the other 100 feet in the rear.

Steps in Parallel Parking

Stop even with car ahead; turn wheel sharp right and back slowly toward car behind.

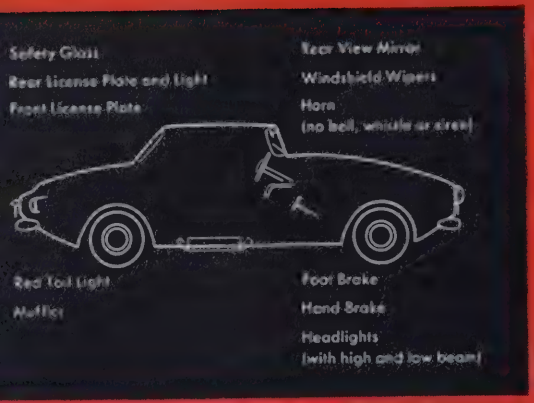
When clear of car ahead turn wheel sharp left and back slowly to car behind.

Turn wheel sharp right and pull toward curb in center of parking space.

IT IS AGAINST THE LAW TO PARK:

On a sidewalk.
In front of a private or public driveway.
Within any highway or street intersection.
Blocking a pedestrian crosswalk.
Within 20 feet of a pedestrian crosswalk at an intersection.
Within 30 feet upon the approach to any flashing signal, stop sign or traffic control signal located at the side of the roadway.
Between a pedestrian safety zone and the adjacent curb, or within 30 feet of the points on the curb immediately opposite the ends of the safety zone, unless local authorities, by signs or markings, indicate a different distance or length.
Within 50 feet of any railroad grade crossing.
Within 20 feet of the driveway entrance to any fire station, or on the opposite side of the street within 75 feet of the driveway entrance.
Within 15 feet of a fire hydrant.
Alongside of, or opposite, any street excavation or obstruction when such parking would impede traffic.
On the roadway side of any vehicle parked at the edge or curb of the street. (Double-Parking)
Upon any bridge or other elevated structure on a highway, or within any highway tunnel or underpass.
At ANY place where official signs prohibit parking.

Your Motor Vehicle



The driver of an automobile or truck is no better than the mechanical condition of his vehicle. Cars or trucks in bad mechanical condition are a menace to every person, pedestrian or driver, using the highways. For safety's sake, your motor vehicle should have a thorough inspection every six months. Never start out on a long motor trip without having your vehicle's brakes, tires, etc., checked by experienced mechanics.

Illinois law demands—for the sake of safety—that your vehicle have certain equipment. The law also lists other equipment you *may* have on your vehicle and equipment you *must not* have.

REQUIRED EQUIPMENT

Two headlights, throwing either a white light or a yellow or amber tinted light with the beam visible a distance of at least 500 feet, and at least one red tail light visible for 500 feet to the rear. Your headlights and taillight must be lighted during the period from sunset to sunrise, if you are driving on the highway or street.

A horn that is audible under normal conditions for at least 200 feet.

When a car or truck is so constructed or loaded as to obstruct the driver's vision to the rear it must be equipped with a rear-vision mirror located in such fashion as to afford the driver visibility at least 200 feet to the rear.

The windshield must be unobstructed and equipped with a windshield wiper.

Illinois law demands that your vehicle be equipped with safety glass.

Your motor vehicle must have two separate means of applying braking power, that is, a foot brake and a hand brake. Each device shall be constructed so that it will apply braking power to at least two wheels. The foot brake must be capable of stopping the car within 30 feet when traveling at 20 miles per hour. The hand brake must also be capable of holding the vehicle on a grade.

Every motor vehicle must be equipped with a muffler in good working order and constantly in operation to prevent excessive or unusual noise and annoying smoke.

Illinois law demands that owners of vehicles registered in this state must display current valid registration plates (license plates) one in the front of the vehicle and one on the rear. The license plate at the rear of the vehicle must be firmly attached and during the hours of darkness it must be lighted so as to be legible from a distance of 50 feet.

Illinois law requires that every new motor vehicle sold in the state must be equipped with a signal device for indicating the intention of the driver to turn to the right or left.

Illinois law specifically states ". . . It is unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle . . . which is in such unsafe condition as to endanger any person or property, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this article, or which is equipped in any manner in violation of this article . . ." (Article XV, Section 102a, Uniform Act Regulating Traffic on Highways)

EQUIPMENT YOU MAY HAVE

You may have *one* spotlight on your car, provided it is aimed in such fashion that it does not interfere with the vision of an approaching driver and the beam does not extend more than 100 feet ahead.

You may have not more than two fender or cowl lamps which emit a white or amber light without glare.

You may have not more than one running board courtesy lamp on each side of the vehicle.

EQUIPMENT YOU MUST NOT HAVE

You must not have any red light visible from the front of your vehicle.

You must not have a bell, siren or whistle of any type on your vehicle.

You must not have a muffler cut-out or similar device on your vehicle.

Flashing lights, except those used to indicate a right or left turn or stop are prohibited by law.

COMMERCIAL DRIVER TRAINING SCHOOLS

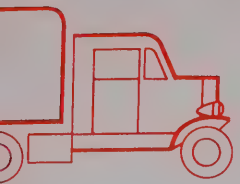
Illinois law provides that every person, firm, association or corporation operating a driver training school or engaging in the business of giving instruction for hire in the driving of motor vehicles shall be licensed by the Secretary of State.

All commercial driving instructors must pass an examination prescribed by the Secretary of State. Such examination shall include a test relative to knowledge of the Illinois Motor Vehicle Laws, safe driving practices, operation of a motor vehicle, teaching methods and a driver examination. Licensed instructors must have successfully completed a basic driver training instructor's course as prescribed by the University of Illinois. Failure on the part of an instructor to complete this basic course will result in the loss of his license.

Rules and Regulations established by the Secretary of State pertaining to the operation of a commercial driver training school provide that the minimum requirements for a full course must be posted in the driver training school's office in such manner as to be readily accessible to any student seeking instructions.

A full course consists of a minimum of two clock hours of classroom instruction before an examination for an instruction permit may be taken; a minimum of four clock hours of classroom instruction after the instruction permit has been issued, and a minimum of six clock hours of behind-the-wheel instruction, consisting of actual driving practice while the vehicle is in motion. Upon completion of the course, operators of commercial driver training schools must furnish each student with a duplicate copy of his instruction record.

The law specifically prohibits any commercial driver training school or instructor from representing or advertising himself or his school as an agency or employee of the Secretary of State.

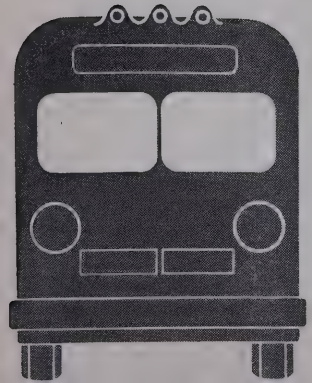


Chauffeur, Bus & Truck

REGULATIONS

The following are required by Illinois law to obtain chauffeur licenses:

1. All persons employed by another for the principal purpose of driving a motor vehicle, or
2. All persons who drive a school bus transporting children, or
3. All persons employed in connection with the operation of any school, day camp, summer camp, or nursery school, who drive any motor vehicle transporting children to or from any school, day camp, summer camp or nursery school, or
4. All persons who drive any motor vehicle while in use for the transportation of persons or property for compensation.



Special restrictions have been placed upon the types of chauffeur licenses to be issued by the Secretary of State. Chauffeur licenses "shall indicate the classification for which the applicant therefore has qualified by examination or by such other means that the Secretary of State shall prescribe. A chauffeur's license classification *shall state the types or weights of vehicles which may be operated . . .*"

No person who is under the age of 21 years shall drive any school bus when transporting persons, or any motor vehicle when it is being used for the transportation of persons for compensation. All chauffeur licenses issued to persons under the age of 21 carry this specific prohibition.

The following classifications have been established for chauffeur licenses:

MINIMUM LEGAL AGE FOR CHAUFFEURS:
Classes A and B.....21 years.
Classes C, D, and E.....18 years.

A—Taxicabs, liveries and other passenger-carrying vehicles designed to transport not more than seven persons, but not including school buses.*

B—All types of passenger-carrying vehicles, including commercial buses and school buses.

C—Freight-carrying vehicles of less than 14,000 pounds gross, including the weight of the vehicle.

D—All types of freight-carrying vehicles EXCEPT TRACTOR-TRAILER COMBINATIONS.

E—All types of freight-carrying vehicles. Any person holding a valid chauffeur's license is not required to have an operator's license.

*Illinois law defines a *school bus* as any "*motor vehicle owned or operated by or for a public or governmental agency or by or for a private or religious organization for the transportation of pupils in connection with school activities.*"

Additional information regarding chauffeur requirements will be found in the supplementary booklet CHAUFFEUR MANUAL.

The Illinois Point System

Under the Illinois Drivers License Law the Secretary of State is authorized to suspend or revoke the license or permit of any person without a preliminary hearing when his record shows three or more convictions of moving traffic violation within any 12 month period. The Secretary of State is also authorized to suspend or revoke the license or permit of any driver who has been repeatedly involved in motor vehicle collisions, or has been repeatedly convicted of offenses against laws and ordinances regulating the movement of traffic, to a degree which indicates lack of ability to exercise ordinary and reasonable care in the safe operation of a motor vehicle or disrespect for the traffic laws and the safety of other persons upon the highway.

The point system was established for the purpose of providing review officers in the Drivers License division with a standard that would enable them to treat drivers with similar traffic conviction records uniformly. After a long and intense study, by traffic safety experts, a total of approximately 84 moving traffic offenses against the Illinois Uniform Act Regulating Traffic on Highways and certain local ordinances were assigned values ranging from 3 to 110 points. Conviction for such offenses as driving while intoxicated, leaving the scene of an accident involving death or personal injury and others for which revocation is mandatory are listed at 110 points. (See Page 18 for the list of offenses calling for mandatory revocation.)

The accumulation of 110 or more points within 12 months will indicate revocation, while suspensions will be based on point accumulations ranging from 10 to 109 and covering a period of from 30 days to 9 months. A detailed break-

down of offenses and accumulated points is made possible by the rapid data assembling capabilities of the electronic system used in the Drivers License division. A complete up-to-date record of traffic convictions and accident reports, if any, is quickly made available to trained review officers for decision. When a driver has had two moving traffic violation convictions within less than one year a letter is sent urging more cautious driving practices and warning that another conviction within the 12 month period will necessitate suspension of the driver's privileges.

Following are the point totals and the actions indicated when those totals are accumulated within a 12 month period, provided there has been a minimum of three moving traffic violation convictions within that period:

110 points or more	revocation
100 to 109 points	12 month suspension
90 to 99 points	9 month suspension
75 to 89 points	6 month suspension
45 to 74 points	3 month suspension
20 to 44 points	2 month suspension
10 to 19 points	1 month suspension

Following are certain moving traffic violations and the point values assigned to the driver's record after conviction:

RECKLESS DRIVING

	POINTS
1st offense within 12 months	25
2nd offense within 12 months	35
3rd offense within 12 months	50

SPEEDING

Above limit:	1st Offense	2nd Offense	3rd Offense
	POINTS		
Up to 10 MPH, clear conditions	6	8	12
adverse conditions	8	11	16
10 MPH to 15 MPH, clear conditions	10	14	20
adverse conditions	12	17	24
Over 15 MPH, clear conditions	14	20	28
adverse conditions	18	25	36
Over 25 MPH	25	35	50

	POINTS
Violation of limitation on overtaking on the left (See Pages 30 & 31)	**20**
Following too closely (See Pages 33 & 80)	**10**
Turning on curve or crest of grade (See Pages 30 & 31)	**18**
Overtaking and passing school bus when prohibited (See Page 52)	**20**
Disobedience to traffic control devices (See Pages 22 to 29)	9
Disobedience to traffic control signal legend. (See Page 25)	9
Disobedience to flashing signal (See Pages 25 & 47)	9
Failure to give turn signal (See Pages 38 & 39)	12
Violation in approaching or entering intersections (See Pages 40 to 43)	15
Violation in entering thru-highway, stop intersection or crosswalk (See Pages 40 to 43)	14
Violation at yield right-of-way intersection. (See Page 22)	9
Violation on entering highway from private road or driveway (See Page 42)	12
Violation on left turns (See Page 42)	9

If you are involved in an accident

- ★ **STOP IMMEDIATELY**
- ★ **RENDER ALL POSSIBLE AID TO THE INJURED**
- ★ **GIVE ALL NECESSARY INFORMATION**
- ★ **REPORT THE ACCIDENT TO THE ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS AND YOUR INSURANCE COMPANY**

"Accidents will happen" but most of them are caused through ignorance, carelessness, recklessness or negligence.

Illinois law demands that the driver of any vehicle involved in an accident resulting in injury or death, or involving damage to another persons property must stop immediately as close to the scene of the accident as is possible without unduly blocking traffic.

If persons have been injured the driver should render all possible first aid and send immediately for medical assistance, or make arrangements for the injured to be taken to a physician or surgeon or the closest hospital, for medical or surgical treatment.

The driver must remain at the scene of the accident until he has furnished the other party to the accident his name, address, the license number of the vehicle and, if available, he shall exhibit his operator or chauffeur license.

If the accident involves injury or death or property damage amounting to $100.00 or more, parties involved in the accident must, under the law, file a report of the accident with the

Illinois Department of Public Works and Buildings,
Division of Highways, Bureau of Traffic,
400 South Spring Street, Springfield, Illinois.

Such report forms are obtainable from the Division of Highways and should be filed as soon as possible.

Any driver involved in an accident in which a report must be made and who willfully fails, refuses, or neglects to make such report to the Department of Public Works and Buildings, may have his operator's or chauffeur's license suspended by the Secretary of State.

STRIKING AN UNATTENDED VEHICLE OR FIXTURE

If a driver of a vehicle strikes an unattended vehicle, or a fixture upon or close to the street or highway, he must attempt to locate the owner or person in charge of the damaged property immediately and furnish such person his name, address, vehicle license number, and, if available, exhibit his operator's or chauffeur's license. If it is impossible to find the owner or person in charge of a damaged vehicle, the driver is required by law to leave his name, address, vehicle license number, and a statement of the circumstances in a conspicuous place where it will be readily found by the owner.

PENALTY FOR LEAVING THE SCENE OF AN ACCIDENT

Illinois law provides for a severe penalty upon conviction of leaving the scene of an accident in which death or personal injuries were suffered by any person.

A driver who fails to stop at the scene of an accident in which his vehicle was involved and in which a person was killed or injured may, upon conviction, be sentenced to not less than 30 days nor more than one year in jail. In addition to the jail sentence the driver may also be fined up to $1,000.00. The law also

provides that the Secretary of State must revoke the operator or chauffeur license or permit of any person convicted of leaving the scene of an accident.

ACCIDENT REPORTS CONFIDENTIAL

Section 44, Article IV, of the Uniform Act Regulating Traffic on Highways . . . "Accident Reports Confidential. All required accident reports and supplemental reports shall be without prejudice to the individual so reporting and shall be for the confidential use of the department except that the department may disclose the identity of the person involved in the accident when such identity is not otherwise known and when such person denies his presence at such accident. No reports shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the department shall furnish upon demand of any person who has, or claims to have, made such a report, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department solely to prove a compliance or a failure to comply with the requirement that such a report be made to the department."

THE SAFETY RESPONSIBILITY LAW

The Illinois Safety Responsibility Law requires that any driver involved in a motor vehicle accident in which a person was killed or injured, or in which property damage of more than $100.00 was suffered must post security in an amount determined by the Department of Public Works and Buildings or other evidence of his ability to pay damages which might result from a possible lawsuit. In no case can the deposit be less than $200.00.

A driver or an owner reporting an accident to the Department of Public Works and Buildings may establish proof of his ability to pay damages by presenting evidence that public liability and property damage insurance was in force at the time of the accident. Failure on the part of the driver or owner to present such evidence of public liability and property damage insurance will cause the Department of Public Works and Buildings to certify the driver and owner (if he is a person other than the driver) to the Safety Responsibility Division of the Secretary of State's Office for deposit of security and for filing of financial responsibility for the future for a period of three years. If the driver of the motor

vehicle fails to comply with the law requiring him to post security and file proof of financial responsibility or other evidence of his ability to pay within 30 days after certification his driving privileges are suspended. Failure on the part of an owner of a motor vehicle to comply with this provision of the Financial Responsibility Law will cause the Secretary of State to suspend the registration of all motor vehicles owned by him and the current valid license plates on all such motor vehicles. All licenses, registrations and permits suspended under this law must be surrendered to the Secretary of State.

Any suspension issued against a driver or owner for failure to deposit security and file proof of future financial responsibility makes it necessary for the Secretary of State to collect a $25.00 reinstatement fee from each of them before the suspension may be terminated and their privileges restored. The motor vehicles affected by this suspension may not be registered by any person while this suspension is in effect.

The total amounts of financial responsibility which a driver or an owner involved in such an accident must prove are . . .

1. Ten thousand dollars ($10,000) for death or bodily injury to any one person . . .

2. Twenty thousand dollars ($20,000) for death or bodily injury to more than one person . . .

3. Five thousand dollars ($5,000) for damages to property.

If a driver is unable to present evidence of public liability or property damage insurance being in force in the amounts listed above, at the time of the accident, or is unable to post the required security, and file proof of future financial responsibility, or otherwise, place himself in compliance with the Financial Responsibility Law, his operator or chauffeur license or permit and the owner's motor vehicle registrations (if he is unable to comply in like manner) are suspended until . . .

1. One year has elapsed from the date the suspended licenses and registrations were surrendered to the Secretary of State and no suit for damages as a result of the accident is pending; or,

2. No judgment resulting from the accident remains unsatisfied; or,

3. A release from liability with respect to all claims for injury or damages resulting from the accident has been obtained from all parties involved in the accident and filed with the Secretary of State; or,

4. His case has been finally adjudicated and a judgment entered in his favor; and

5. In addition, a reinstatement fee of $25.00 payable to the Secretary of State is required.

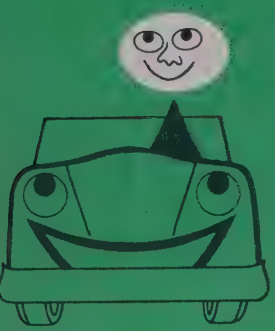
A driver, or an owner, who complies with the law by posting the amount of security and filing proof of future financial responsibility may, after two years from the date of the accident, obtain a refund of the deposit upon a showing of satisfactory proof that there is no litigation arising from the accident pending in any court.

THE FINANCIAL RESPONSIBILITY LAW

Any operator or chauffeur whose license or permit and/or registrations have been suspended by the Financial Responsibility Division of the Secretary of State for failure to deposit security must maintain future proof of financial responsibility in the amounts listed previously for three years. He may do this by posting security acceptable to the Secretary of State or other evidence such as public liability and property damage insurance.

Any owner of a motor vehicle whose license or permit has been *REVOKED* by the Drivers License Division of the Secretary of State's Office must, if he wishes another person to operate his motor vehicle during the period of revocation of his license or permit, post immediate proof of future financial responsibility.

Tips on Traffic Safety



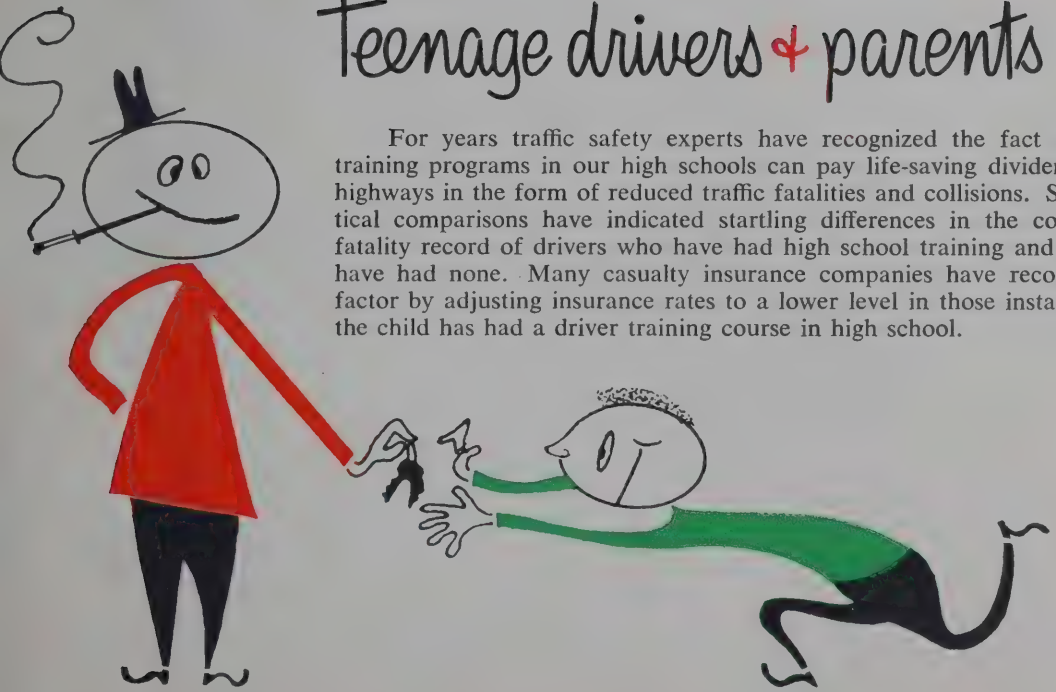
Foregoing sections of RULES OF THE ROAD were concerned primarily with the various laws of the State of Illinois regulating the actions of operators and chauffeurs. Violation of those laws, enacted by your General Assembly to protect the lives of pedestrians and motorists, is punishable by fines and imprisonment, or, in certain serious violations, by both fines and imprisonment.

This section of RULES OF THE ROAD has been designed to aid you in developing proper driving attitudes and to acquaint you with skills in driving which will enable you to become a safe and sane driver.

CARELESS, RECKLESS OR NEGLIGENT DRIVING IS THE MARK OF A BAD CITIZEN

A good driver—one who obeys all traffic signs and signals, who drives courteously and carefully at all times—is demonstrating one of the important marks of a good citizen. A good citizen does not have to be watched—or forced—by police officers to obey the law. A good citizen obeys the law without hesitation and without being watched. And so it is with a good driver. A good driver knows the laws and the RULES OF THE ROAD and obeys them.

Teenage drivers & parents



For years traffic safety experts have recognized the fact that driver training programs in our high schools can pay life-saving dividends on our highways in the form of reduced traffic fatalities and collisions. Some statistical comparisons have indicated startling differences in the collision and fatality record of drivers who have had high school training and those who have had none. Many casualty insurance companies have recognized this factor by adjusting insurance rates to a lower level in those instances where the child has had a driver training course in high school.

HIGH SCHOOL DRIVER TRAINING

The Illinois General Assembly passed legislation providing for state aid to high schools establishing or operating high school driver training programs providing that such courses meet the requirements set up by the Office of the Superintendent of Public Instruction. Any child between the age of 15 and 21 residing in districts where such instruction is available in a local public high school is eligible for such training. The legislation provided for an increase of $2 in the cost of all driver licenses issued by the Secretary of State. *The entire amount obtained through this increase must be utilized in the furtherance of driver training programs in high schools.*

Youthful drivers do not possess the wisdom which comes generally with years of driving experience. Yet, potentially, they can be the safest drivers. Their coordination is better; their reflexes are quicker; their eyesight is keener. They have not as yet developed the bad driving habits and patterns which in older drivers oftentimes lead to disaster. They are growing up in the automobile age and during their formative years they absorb at least a cursory knowledge of RULES OF THE ROAD.

Where, then, do our youthful drivers fail? Most traffic safety experts agree that their failure stems primarily from their ATTITUDE. Young drivers seem to feel that courage is demonstrated when they challenge recognized traffic hazards. Many drive at excessive speeds, recklessly, taking chances older drivers would never consider. The traffic fatality and injury ratio of youthful drivers is out of all proportion to their numbers and the total of miles driven.

PARENTAL RESPONSIBILITY

High school driver training programs have proved their usefulness, but they are not a cure-all; they are not a substitute for *parental responsibility*. Normally intelligent parents would never think of handing a loaded gun to a

child to play with, but they calmly turn over the family car to "sis" or "junior." If the child is arrested for a moving traffic violation it is generally the policeman who is at fault. In many instances the parent "fixes" the ticket, and "sis" or "junior" continue on their merry way. Then. one night the telephone rings . . . but this time it is not a ticket. This time it is a call from a hospital or a coroner.

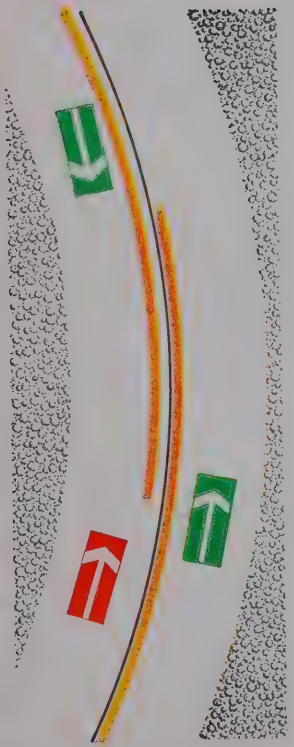
Psychologists agree that most children develop their attitude patterns from the actions and discussions of their parents. "In one Michigan high school during a single semester 37 senior students were taught to drive. In a follow-up check conducted three years later authorities found that 30 of the young drivers had perfect safety records. The other seven had been arrested at least once for speeding or recklessness. Of the parents of the 30 safe drivers only 4 had ever received a traffic summons of any kind. Among the 14 fathers and mothers of the 'reckless' group, ten—or 71 per cent—had one or more traffic court convictions!*

"According to traffic experts here are the three most dangerous driving habits most easily absorbed by children and the most difficult to eliminate:

"Disregarding posted speed limits. Nothing is more apparent to a youngster than his parent driving 50 miles an hour when the traffic sign says 40. When you speed, they know—and remember.

"Sliding through stop signs. Local drivers are the most frequent violators of signs calling for a full stop. They are bored with coming to a full stop at the same old crossroads. They know what to expect in the

*From "Are You Teaching Your Child to Commit Suicide?" by Jhan and June Robbins, reprinted from THIS WEEK Magazine. Copyright 1957 by the United Newspaper Magazine Corporation.



way of traffic. They cruise up to the stop sign, take a quick look, and slide through. For the young person riding with you, you've set an example that, a few years later, may lead him to injury or death!

"Passing improperly. Ignoring 'No Passing' signs and crossing the double yellow lines is an important cause of death. Yet, large numbers of impatient, hurried motorists don't hesitate to pass illegally when, in their own judgment, the road ahead looks clear. But the child riding with you is acquiring a built-in contempt for this life-saving RULE OF THE ROAD.

"Driver-training teachers the country over say that eradicating these three careless driving attitudes is as difficult as changing a bad swing in golf. The average high-school student driver receives six hours of instruction behind the wheel. In that time he or she easily learns enough about operating a car to pass a driver's license test with flying colors. Generally speaking, our young people are our most skillful drivers and they know it.

"It's what they don't know that kills them," says Dr. Marland K. Strasser, Field Representative of the Accident Prevention Department of the Association of Casualty and Surety Companies. "They take off their jackets while driving. They try to get a jump on the light. They crowd other drivers or challenge them to do-or-die games.

"These are the same children whose parents set them at an early age to look out the back window for motorcycle cops. They have heard their mothers and fathers lie to policemen about why they are speeding. They have heard them abuse other drivers. They have been amused by watching their fathers drive with hands off the wheel. They have watched their

mothers drive to the supermarket with baby sister sitting in her lap. They have listened to their fathers boast to other fathers, 'I made it to the beach last weekend in less than an hour. We averaged sixty-five all the way.'

"We can't ignore the teen-age driving problem, even if we would like to. By the mid-1960's there will be almost 50 per cent more young drivers on the road than we have today. These youngsters are the postwar baby crop, growing up fast and, as every parent can testify, panting to take the wheel. Now is the time to teach them safety.

"G. Ernest Bourne, Executive Secretary of the Utah Safety Council and President of the Western Association of Safety Co-ordinators, says, 'We manage to teach most of our youngsters to have proper respect for matches, sharp knives and deep water. We can do the same with safe driving if we try!'

"1. Examine your driving habits. Do you habitually exceed the speed limits? Are you negligent about signaling? Do you constantly drive in the inside lane? Resolve to make a real attempt to eliminate all driving violations.

"2. Explain the rules to your child. When he is in the car you tell him why you slow down at curves, what white lines on the highway mean, why you allow safe distances between you and the next automobile. On extended trips the entire family can discuss driving skills and point out examples of good and bad driving on the road.

"That's how you can make your youngster a safe driver and the highway a better place for all of us."[1]

[1] ibid.

Tollroads, Turnpikes, Superhighways & you

The United States is a nation on wheels. The past few years has seen the establishment of highways designed to handle a multitude of vehicles at a high rate of speed. Some states call them toll roads; others turnpikes, thruways, expressways, superhighways, or controlled-access highways. No matter what they are called they are alike in these respects: they are high-speed divided highways, usually with three or more lanes of traffic moving in one direction; there are no steep hills and curves are banked or gently graded for easy steering. On many of them a fee is charged.

At the time this booklet was being prepared Illinois was in the process of building toll roads. Route 66, stretching between Chicago and St. Louis is now a controlled-access highway in many sections. Chicago has its Congress Street highway almost completed. Edens highway and the Calumet expressway carry high-speed traffic into and out of Chicago. These are the beginning of a network of such highways that will soon spread throughout our state.

Toll roads now wind their way more than 800 miles from Chicago to New York City. Each year more and more drivers use them because of the ease with which they may be traveled, the increased safety factor inherent in their engineering, and the lower cost of travel despite the toll road fees.

In toll road driving there is a tremendous decrease in nervous strain on the driver. Greater distances can be traveled in shorter time. There are no cross roads to be approached with care, no railroad crossing, no stop signs or lights, no pedestrians darting out from behind parked vehicles. The wear and tear on the motor vehicle from constant stops and starts is considerably lessened.

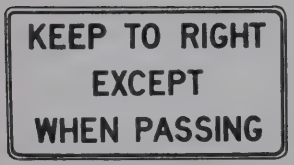
Toll roads, expressways, or controlled-access highways *are much safer* than conventional highways providing the driver is aware of the different problems for which he must be constantly on the alert. For toll road driving *is* different. These differences must be fully understood if a driver is to take advantage of these superhighways.

Traffic experts have estimated that almost 50% of the total number of miles driven each year in this country consists in "city driving." It is reasonable to assume that much of this driving is done by many drivers who never travel beyond the city limits. Obviously, such drivers are not conditioned to operating a motor vehicle hour-after-hour at a speed of 60 miles per hour. But this is what they will face when they drive onto a toll road.

At 60 miles per hour *your vehicle is moving 88 feet per second!* The average driver traveling at that rate of speed and faced with a dangerous situation ahead will require almost 400 feet in order to bring his vehicle to a stop.

The first rule to remember on all toll roads and expressways is—DON'T DRIVE TOO CLOSE TO THE VEHICLE AHEAD OF YOU. Stay at least 6 to 10 car lengths behind. In bad weather—rain, ice, fog, sleet or snow—increase the distance to at least 12 car lengths.

Most of the horrible fatalities which take place on toll roads are caused by driving too close to the vehicle ahead—"tailgaiting." Be extremely wary of following two or more vehicles all traveling at the same rate of speed. A "panic" stop by any driver ahead of you can easily produce the dread multiple-car crash, with one car after another telescoping into the car ahead. If you can not pass them without exceeding the speed limit, reduce your speed gradually and allow them to pull away.



KEEP IN THE RIGHT HAND LANE. THE LEFT HAND LANES ARE FOR PASSING ONLY! Too many drivers fail to heed this simple rule. On most toll roads failure to drive in the right hand lane will cause a number of cars to fall in behind you because most states prohibit passing on the right.

KEEP A CONSTANT CHECK IN YOUR REAR VISION MIRROR. Experts agree that on a high speed highway there is as much danger to fear from the car behind you as from the car ahead. A rear vision mirror check *every five seconds* is not too often. Always check the road behind you before passing a car ahead of you and make certain that a vehicle is not hiding in your left rear blind spot. Before changing lanes give the cars behind you the correct automatic turn signal in ample time for them to be aware of your intentions. An outside rear vision mirror on the left side of your car is an excellent safety device to help eliminate the "blind spot."

Shift your eyes about the panorama of the countryside ahead of you. Watch the traffic pattern ahead of you as far as your eyes can see, then

glance in your rear view mirror to check the movement of any vehicles that may be behind you. The constant shifting of your eyes not only allows you to keep track of traffic developments, but it places less strain on your eyes and is one of the many methods of fighting "highway hypnosis."

DON'T DRIVE IF YOU FEEL DROWSY. At the first sign of sleepiness pull off the highway. Stop at an established service area, or at one of the wide pull-off locations where you can get well off the right shoulder. In the latter case, at night time, *turn off your lights.* Why should the lights be off? In many instances of rear-end collisions on toll roads approaching drivers have followed the taillights of cars that have pulled completely off the highway and crashed into the parked vehicle in the mistaken assumption that *the parked car was still on the highway.*

To avoid drowsiness and fatigue stop periodically, timing your stops to coincide with service areas. A ten minute stop every two hours, or after approximately every 100 miles of driving, can be of great help in combatting driver drowsiness—the deadly factor in highway fatalities. Get out of the car. Walk about the service area and allow your muscles to relax from the cramped position they have been in. *Don't depend on drugs to fight drowsiness!* Dr. Walter J. R. Camp, state toxicologist and faculty member of the University of Illinois College of Medicine warns: "Use of the stimulating drugs (by drivers) is of concern since overdosages of amphetamine and similar substances are apt to effect a highly reflective state in which the reflexes may be grossly disturbed. Similarly, the use of drugs to keep the sleepy driver awake must be our concern since *the body is tired and the brain is actually being put to cross purposes.*" (Emphasis supplied)

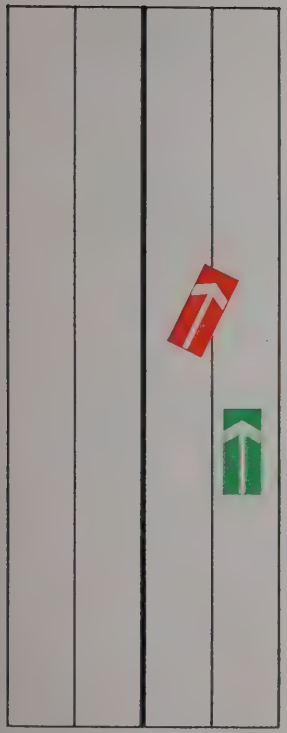
No matter how often you stop, limit your driving time to not more than 8 hours. Eat lightly, avoiding heavy, starchy or fried foods. Drink plenty of fluids; water, orange juice, lemonade. The moment you feel drowsy—STOP DRIVING. Take a nap; a ten minute nap, followed by a brisk walk, can do more to re-alert your senses than any "crutch" that helps keep you awake.

DON'T STOP ON THE PAVEMENT. This is one of the cardinal RULES OF THE ROAD in driving on all toll roads, superhighways or expressways. Failure to observe this rule is responsible for a great percentage of the rear-end collisions. Pull completely off the pavement, and do not allow any of your passengers to get too near the highway. If your car breaks down and cannot be moved off the highway, GET EVERYONE OUT OF THE CAR AND OFF THE TRAFFIC LANES IMMEDIATELY. If you suffer a tire blow-out, don't worry about ruining the tire, the tube or the wheel rim. GET COMPLETELY OFF THE PAVEMENT. You can buy a new tire, tube or wheel, but you can't buy a new life!

On most toll roads and expressways the recognized distress signal is a raised hood or a white handerchief tied to the left front door handle.

DON'T BACK UP. If you miss the exit you planned on using go on to the next one. Exit signs are usually at least 1,000 yards ahead of the exit turn-off. Even at 65 miles per hour you have ample time to move into the exit lane, begin reducing your speed and prepare to make the proper turns. If for some reason you over-shoot the exit, or you are not in the proper lane, KEEP ON GOING TO THE NEXT EXIT. You may go a few miles out of your way, but at least you will be alive.

DON'T DRIVE AT THE POSTED SPEED LIMIT AT NIGHT WITH YOUR LIGHTS AT THE DIM POSITION. At 60 miles per hour your



minimum stopping distance is 366 feet, if your brakes, tires and the road are in perfect condition. If your *dim* beam is strong enough to illuminate a dark object 250 feet ahead—an extremely doubtful presumption for most cars——*your speed is carrying you forward into complete darkness 116 feet in advance of your headlights.* Even on the bright position it is doubtful if your headlights will afford you sufficient warning of an approaching hazard. Safety is best served when you adjust your speed at night to the strength of your headlights.

Always dim your headlights when catching up with a vehicle ahead. If you fail to do so your bright lights will be reflected in the other vehicle's rear vision mirror. This can be a nuisance and a possible danger to the other driver—and you—when traveling at high speed. Common sense and common decency dictate that you dim your headlights, not only when driving on toll roads, but on any highway.

DON'T CUT IN TOO SOON AFTER PASSING. Side-swiping and rear-end collisions account for many of the fatal accidents on high speed highways. Side-swiping is often caused by the driver who cuts back in too quickly. Wait until you can see the left headlamp of the car you have passed in your inside rear vision mirror.

DON'T DRIVE IN ANOTHER DRIVER'S "BLIND SPOT." As mentioned previously the left rear portion of a car has a "blind spot" and most inside vision mirrors will not disclose your car's position to the driver ahead of you when your car is traveling in that location. This is particularly true of tractor-trailer trucks which often have "blind" and "deaf" spots. Cars coming into the blind spot and moving alongside may be out of view of the truck's high-placed outside rear vision mirror. Cars traveling directly behind such vehicles may be in a partial vacuum that keeps horn blasts from being heard

by the driver. To pass any vehicle safely stay sufficiently behind until you can time your passing movement. Pass quickly, using your turn signals before you pull out to pass and when pulling back into the right hand lane. Use your horn or flash your headlights at night as you are drawing abreast of the rear end of the truck or other vehicle.

Before starting on any long trip be certain that your car is in good condition. Have it checked for mechanical deficiencies. Make sure the brakes are in tip-top working order. Your tires should also be equal to the job that lies ahead. "Brakes stop the wheels, but tires stop the car." Hours of sustained high speed driving place a heavy burden on tires. Tires build up pressure and the rubber becomes extremely hot. Worn tires, "tired" tires, tires on which tread has been worn thin are dangerous at high speeds. Today, many toll roads will refuse to allow vehicles with badly worn tires to enter.

The toll roads, expressways, superhighways, controlled-access highways and thruways, have been built for *you*. They are there to help you move rapidly and comfortably from one section of our nation to another. The only credentials you need are your license plates and your driver license. Your safe passage depends upon your driving knowledge, your driving skill and the consideration you show for millions of persons who, like you, want to reach their destination—alive.

NIGHT DRIVING

Driving at night presents far more dangers and difficulties than day time driving. It is doubtful if your range of visibility is sufficient to identify the position, distance and nature of objects within the few seconds of time in which your vehicle can travel several hundred feet if you are driving at a speed greater than 45 miles per hour. *Don't overdrive your headlights!*

ALWAYS REDUCE THE SPEED OF YOUR VEHICLE AT NIGHT

One of the most common faults of drivers operating their vehicles at night is a failure to dim their headlights. When you see the lights of an approaching car, you should immediately dim your lights. This is not only common courtesy and a safe driving practice, it is the law of Illinois and all states.

When passing approaching cars at night it is good practice to watch the right side of the road and keep your vehicle as far as possible to the right. Avoid looking directly into the approaching lights and reduce the speed of your car.

SKIDDING

An auto skids when its tires lose their grip on the pavement. The engine loses its pulling effect; the brakes lose their braking effect, and the wheels of the car begin to slide in either direction.

When a vehicle begins to skid DON'T STEP ON THE BRAKE PEDAL. Sudden braking will only increase the velocity of the skid. The basic idea is to get the wheels rolling again and to stop them from sliding. The front wheels should be turned easily in the direction in which the car is skidding. The engine has a braking effect and for that reason *do not remove your foot suddenly from the accelerator.* Experienced drivers recommend a slight, very slight, acceleration after having turned the front wheels in the direction of the skid. Once the wheels have begun to grip the roadway, and the vehicle is responding to steering control, gradually reduce the engine speed by *easing* your foot off the gas pedal.

When faced with conditions which can produce skidding, you must be extremely careful in applying braking power. Begin your stop early by easing your foot off the gas pedal, allowing the engine to exert its braking power. Use your LEFT foot to operate the brake pedal, pumping gently and intermittently, releasing the pressure on the brake pedal the instant you feel that the wheels are about to slide. *Never jam on the brakes, and never let out your clutch until the car is almost stopped!*

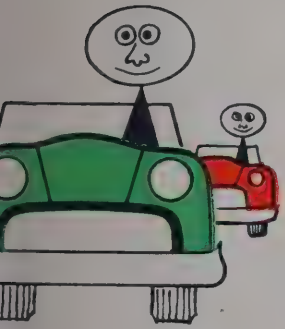
When driving on slippery roads, always drive at a reduced speed and be constantly prepared to slow down for curves, on descending hills or in meeting any other traffic conditions. The technique for slowing down is the same as that used in stopping. Always remember that your engine, properly used, can exert an equal and effective method of braking the speed of your car.

RUNNING OFF THE PAVEMENT

Many disastrous accidents can be avoided by running off the road. Oftentimes, other drivers may crowd you and force you to drive with the right wheels, front and back, off the pavement and on the shoulder of the road. The first rule is . . . DON'T PANIC. Don't apply your brakes sharply, or attempt to cut back on to the pavement too quickly. Hold on tightly to the steering wheel—*and take your foot off the gas pedal.* Wait until the speed of your car has been greatly reduced, then—after making certain that your return to the pavement will not interfere with any vehicle which might be following you—cut your front wheels sharply to the left and you will be back on the pavement again.

PASSING

Never pass on the right unless such passing is specifically permitted, as in the case of one-way streets, or multiple-lane highways.



The key to safe passing is to stay well back of the vehicle you intend to pass. The distance that you stay behind should increase in direct proportion to the speed at which you are driving. Allow about one car length for every 10 miles per hour speed. If you are close behind a slower moving vehicle your vision is obstructed. If you are several car lengths behind, you can see the highway ahead. If you have properly spaced your distance from the car you are passing, this spacing will allow your vehicle to gain greater speed before pulling even with the other car and you will thus be exposed to oncoming traffic a shorter length of time. If there are side roads make certain that the car ahead is not preparing to make a left turn. Sound your horn and warn the driver of your intention to pass.

The distance that is needed to safely pass a vehicle moving 35 miles an hour or more is far greater than most drivers realize. This accounts for the great number of head-on collisions which take place every day.

Passing a car traveling 35 miles per hour, if you have speeded up to 45 miles per hour, requires a distance of approximately 660 feet. If another car is approaching from the opposite direction at 45 miles per hour, you must allow the approaching car an additional 660 feet in which to continue its approach while you are using its side of the road. Therefore, if the approaching vehicle is less than 1,320 feet away—a quarter of a mile—you cannot pass at 45 miles per hour unless you increase the speed of your vehicle tremendously in a short distance. In short, unless you have plenty of distance in which to pass—*don't try to pass.*

FOG

The best rule concerning driving in fog is—*don't!* However, sometimes circumstances will make it necessary to drive in fog. The first rule is—*reduce your speed drastically.* You must always be prepared to stop your vehicle

within the limits of your vision, even if those limits are not more than 20 or 30 feet. The second rule is—*your headlights should be set on the "dim" position.* Fog reflects light, consequently, driving with your headlight on "dim" will reduce the glare reflecting back into your eyes and aid your vision.

If the fog is so bad that it is impossible for you to see more than a few feet ahead—*pull completely off the highway and wait for the fog to clear. If you can't see where you are driving—don't drive!*

WINTER DRIVING

Winter adds additional hazards to the job of driving a motor vehicle. Here are six basic rules for safe winter driving, developed by the Committee on Winter Driving Hazards of the National Safety Council:

1. Accept your responsibility. Do everything in your power to drive without accident. Don't blame the weatherman for an accident. Be prepared and meet the situation.

2. Get the "feel of the road." Try your brakes occasionally while driving slowly and away from traffic. Find out just how slippery the road is and adjust your speed to the road and weather conditions.

3. Keep the windshield clear. Be sure your windshield wiper blades and the driving mechanism are in good working condition. Make certain that your defrosters are in top condition, and that your headlights are working. You have to be able to SEE danger if you are to avoid it!

4. Use tire chains on snow and ice. Tire chains will help cut your stopping distance almost in half, and will afford you almost 4 to 7 times as much starting and climbing traction ability. *But even with the help of chains, you must drive slower than normal on snow and ice.*

5. Pump your brakes to slow down or stop. Never jam on your brakes. Stepping down hard on the brakes will lock your wheels and may throw your vehicle into a dangerous skid.

6. Follow at a safe distance. Keep well back of the vehicle ahead of you —give yourself plenty of room to stop. *Remember, without tire chains it takes from 3 to 12 times as much distance to stop on snow or ice as on dry pavement.*

To start on snow or ice always use second or high gear. This permits a smoother acceleration and should aid you in avoiding spinning or sliding the wheels. Don't let the clutch out too quickly. Start slowly and steadily to accelerate. Good drivers practice this in the warm months as well as in the winter.

You must reduce your speed when driving on snow, ice, sleet or wet pavement. Even though your vehicle is equipped with tire chains, you must not drive fast. Tests have shown that in order to provide the same stopping ability available on dry pavement at a speed of 50 miles per hour, the speed *with tire chains must not be more than 25 miles per hour.* On hard-packed snow the stopping ability of a vehicle equipped with chains and traveling at a speed of 35 miles per hour is the equivalent of 50 miles per hour on dry pavement.

Do not allow the fact that your vehicle is equipped with chains lull you into a feeling of false security. Driving on ice, snow, in sleet or on wet pavement is always dangerous.

Shady spots on the highway in winter time may have ice or frost on them, and bridges will oftentimes have frost on their surfaces when the rest of the pavement is completely dry.

If it is snowing, sleeting or raining heavily you will not be able to see sufficiently far ahead to drive at high speed. *Always reduce your speed to the point where your ability to stop is well within the limits of your ability to see ahead.*

CHILDREN IN THE CAR

The front seat of an automobile can be a death-trap for a small child. Children riding in the front seat, next to the driver, are oftentimes off balance. An emergency stop by the driver will project them against the windshield, or the dashboard, with such force that they may be killed or seriously injured. In addition, it is extremely difficult for small children to remain quiet and passive when seated next to the driver. Their normal restlessness and desire for information can be a source of distraction to the person charged with the responsibility of guiding the vehicle.

When a small child is occupying the front seat, the driver should be even more careful than usual. He should try to avoid, as far as possible, sudden or unexpected stops. In most instances, safety is best served when an older person rides in the front seat and watches over the actions of the child.

When children occupy either the front or back seat of an automobile the doors of the section in which they are riding should be locked, in order to prevent them from suddenly releasing the door.

Be extremely careful when driving a motor vehicle in which children are riding.

YOUR PHYSICAL CONDITION AND DRIVING

Persons suffering from certain types of physical ailments should not drive a motor vehicle unless they have been advised by their physician that to do so will not endanger their life, or the lives of others.

Individual evaluation by a competent medical authority should be made of certain types of diabetes, heart diseases, or severe hypertension.

The Illinois Drivers License Act specifically states that the Secretary of State shall not issue an operator or chauffeur permit or license "to any person when the Secretary of State has good cause to believe that such person by reason of physical or mental disability would not be able to operate a motor vehicle with safety upon the highways, or to any person who is afflicted or has been afflicted with epilepsy unless such person shall furnish to the Secretary of State a verified written statement, acceptable to the Secretary of State, from a competent medical specialist to the effect that the operation of a motor vehicle by such person would not be inimical to the public safety."

A recent editorial in the Journal of the American Medical Association pointed out that physicians should advise certain patients, suffering from specified diseases, not to operate a motor vehicle. *If your doctor tells you not to drive . . . don't drive.*

REVIEW QUESTIONS

When you apply for an operator or chauffeur license you will be required to take an examination based on material contained in RULES OF THE ROAD. The questions will be similar to those listed below. NO TRICK QUESTIONS ARE USED. You can find the correct answers by referring to the page number given after each question.

1. What is the minimum age requirement for an operator's license? **(Page 6).**

2. Must a person applying for his first Illinois operator's license be examined? **(Page 6)**

3. Does the law require an applicant licensed by another State, who has become a resident of Illinois, to take an examination? **(Page 6)**

4. When does an operator's license expire? **(Page 6)**

5. Is any type of permit or license necessary in order to learn how to drive? **(Page 8)**

6. May a person holding a valid operator's license drive a taxicab? **(Page 8)**

7. Is a person holding a valid chauffeur's license required to have an operator's license? **(Page 9)**

8. Must the holder of an instruction permit be accompanied by a licensed operator or chauffeur when driving a motor vehicle? **(Page 10)**

9. May the Secretary of State restrict an operator or chauffeur license? **(Page 13)**

10. You are arrested for leaving the scene of an accident. Can you deposit your operator or chauffeur license as bail? **(Page 15)**

11. You loan your operator's license to a friend. Can you be arrested? **(Page 20)**

12. In the above question is your friend guilty of any violation of the Drivers License Act? **(Page 20)**

13. Because of an error in your application your operator's license is cancelled by the Secretary of State. Can you be arrested if you fail to surrender the license upon a formal written request? **(Page 20)**

14. You allow a friend whose operator's license you know has expired to drive your vehicle. Can you be arrested? **(Page 20)**

15. You have been issued an Illinois operator's or chauffeur's license. When filling out your application you failed to indicate the fact that a Wisconsin operator's license issued to you was revoked six months previously for driving while intoxicated. Can the Secretary of State revoke your Illinois operator's license? **(Pages 19 & 20)**

16. You are convicted in Indiana of driving while intoxicated. Can the Secretary of State revoke your Illinois operator's license? **(Page 19)**

17. You are convicted of leaving the scene of an accident in which a person was injured. Will your license be revoked? **(Page 18)**

18. You plead guilty to driving while intoxicated and pay the fine imposed upon you by the Court. Will you lose your driving privileges? **(Page 18)**

19. What does an OCTAGON (eight-sided) traffic sign mean? **(Pages 22 & 23)**

20. What does a DIAMOND-shaped traffic sign mean? **(Pages 22 & 23)**

21. What does a ROUND traffic sign mean? **(Pages 22 & 23)**

22. What does a SQUARE-YELLOW traffic sign mean? **(Pages 22 & 23)**

23. What does a TRIANGLE-YELLOW traffic sign mean? **(Pages 22 & 23)**

24. At 60 miles per hour how many feet per second does a vehicle travel? **(Page 46)**

25. Under normal conditions how great a distance in feet is required to stop a vehicle moving at 60 miles per hour? **(Page 46)**

26. You hold a restricted operator's license. You are arrested and convicted for driving in violation of the restriction. Can the Secretary of State revoke your license? **(Page 14)**

27. You do not have an operator's license and are convicted of driving while intoxicated. Can the Secretary of State revoke your *privilege* to obtain a license? **(Page 18)**

28. Can your 17 year old child operate your car without a license or permit if you are in the car with him? **(Page 21)**

30. You are driving on a two-lane highway with traffic moving in either direction. You are within 100 feet of a railroad crossing and your progress is impeded by a slow moving vehicle ahead. Can you be arrested for attempting to pass? **(Page 30)**

31. What does the SINGLE YELLOW STRIPE in your lane of the highway indicate? **(Page 32)**

32. You are driving on a four-lane undivided highway with TWO YELLOW STRIPES in the center. Both lanes on your side of the highway are blocked by slow moving vehicles. No traffic is approaching from the opposite direction. You cross the double yellow stripes and pass. Can you be arrested? **(Page 32)**

33. You are driving outside an urban district on a four-lane highway with two lanes of traffic moving in each direction. There are no vehicles ahead of you. In which lane should you be driving? **(Page 32)**

34. You are driving on a two-lane highway with traffic moving in either direction. The driver of the car behind you is attempting to pass. What should you do? **(Page 34)**

35. You are nearing the top of a hill behind a slowly moving truck. Are you allowed to pass? **(Page 30)**

36. You are driving at 50 miles per hour. What distance should you attempt to maintain between your vehicle and the one ahead? **(Pages 33 & 80)**

37. You are driving outside an urban district on a two-lane highway separated from approaching traffic by a wide parkway. The car ahead of you is in the left-hand lane. Are you allowed to pass him on the right? **(Page 80)**

38. What is the correct arm signal for a right turn? **(Page 39)**

39. What is the correct arm signal for a left turn? **(Page 39)**

40. What is the correct arm signal for a stop? **(Page 39)**

41. In feet, what distance in advance of a turn should you give the correct signal? **(Page 35)**

42. You intend to pass the car ahead of you. Should you signal your intention to the vehicle behind you? **(Page 38)**

43. Does Illinois law prohibit driving at a speed so slow as to impede and block the normal movement of traffic? **(Page 37)**

44. A vehicle is approaching you from the opposite direction at night. At what distance from the approaching vehicle should you dim your headlights? **(Page 37)**

45. When may you drive your vehicle through or within a safety zone? **(Page 37)**

46. Where should you stop your vehicle at a crosswalk when there is no visible line or marking on the pavement? **(Page 47)**

47. You are entering an intersection at the *same time* as a driver on your left. Who has the right-of-way? **(Page 40)**

48. You have made a complete stop at a FLASHING RED SIGNAL, and want to make a right turn. Do you yield the right-of-way to any pedestrians in the crosswalk? **(Page 41)**

49. You are making a right turn on the GREEN light, but pedestrians are also proceeding with the GREEN light. Who has the right-of-way? **(Page 41)**

50. Do pedestrians crossing the street in the middle of the block have the right-of-way? **(Page 48)**

51. Do pedestrians crossing the street or highway in a marked or unmarked crosswalk in compliance with the law have the right-of-way over vehicles? **(Page 49)**

52. What should you do when you hear the siren or see the red lights of an emergency vehicle? **(Page 53)**

53. What must a driver do when a pedestrian attempting to cross the street displays a white cane? **(Page 50)**

54. A school bus has stopped to discharge children. You are approaching from the opposite direction on an undivided four-lane highway. Does Illinois law demand that you stop? **(Page 52)**

55. What penalty does the Illinois law provide for conviction upon the charge of driving while intoxicated? **(Page 54)**

56. When parking on a downgrade should the front wheels be turned away from the curb? **(Page 56)**

57. Is double-parking ever permissible? **(Page 57)**

58. You wish to operate a motor-scooter. Must you have an operator or chauffeur license? **(Page 55)**

59. During what period must your headlights and taillight be on? **(Page 58)**

60. What are the four requirements of the Illinois law with which you must comply if you are involved in an accident? **(Page 67)**

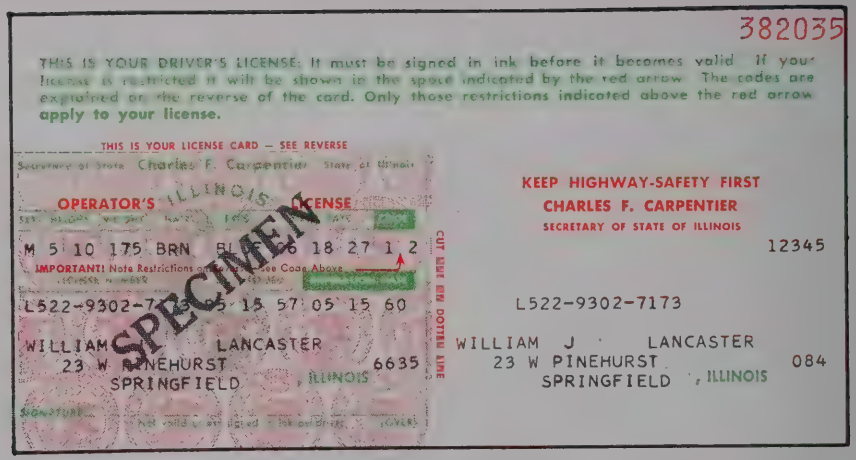
61. What are you required to do, under Illinois law, if you strike an unattended vehicle? **(Page 68)**

62. What is the penalty for leaving the scene of an accident in which death or injury was suffered by any person? **(Page 68)**

63. You are involved in motor vehicle accident in which a person was killed and property damage of $1.000 was suffered. What is the total amount of safety responsibility which you must establish? **(Page 70)**

All information regarding chauffeur requirements will be found in the *Chauffeur Manual*.

However applicants for a Chauffeur License should be prepared to answer any questions relating to material presented in *Rules of the Road*.


382035
THIS IS YOUR DRIVER'S LICENSE: It must be signed in ink before it becomes valid. If your license is restricted it will be shown in the space indicated by the red arrow. The codes are explained on the reverse of the card. Only those restrictions indicated above the red arrow apply to your license.
THIS IS YOUR LICENSE CARD — SEE REVERSE
Secretary of State Charles F. Carpentier State of Illinois
OPERATOR'S ILLINOIS LICENSE
M 5 10 175 BRN BLUE 66 18 27 1 2
IMPORTANT! Note Restrictions and/or Endorsements See Code Above
L522-9302-7173 05 15 57 05 15 60
WILLIAM J LANCASTER
23 W PINEHURST 6635
SPRINGFIELD , ILLINOIS
SIGNATURE
SPECIMEN
CUT ALONG DOTTED LINE
KEEP HIGHWAY-SAFETY FIRST
CHARLES F. CARPENTIER
SECRETARY OF STATE OF ILLINOIS
12345
L522-9302-7173
WILLIAM J LANCASTER
23 W PINEHURST 084
SPRINGFIELD , ILLINOIS

THIS IS HOW YOUR DRIVER LICENSE WILL APPEAR WHEN IT IS MAILED TO YOU. THE LICENSE IS IN THE LEFT HAND CORNER OF THE CARD AND MUST BE CUT OUT ALONG THE DOTTED LINES.

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Illinois law provides that no publication printed by Authority of the State of Illinois shall have written, stamped, or printed thereon, nor attached thereto, the words, "compliments of", followed by the name of any one, nor any other words of similar purport. (Illinois Printing Law, as amended by Act approved June 24, 1943)

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Atterberry
Petersburg
Tallula
Salisbury
Buffalo Hart
Riverton
Clear Lake
Rochester
Williamsville
Auburn
Virden
Girard
Carlinville
Litchfield
Hillsboro
Taylorville
Pana
Shelbyville
Mattoon
Charleston
Effingham
Decatur
Monticello
Bement
Tolono
Sadorus
Ivesdale
Arthur
Sullivan
Lovington
Windsor
Stewardson
Strasburg
Cowden
Moweaqua
Assumption
Pawnee
Auburn
Virden
Girard
Carlinville
Litchfield
Hillsboro
Taylorville
Pana
Shelbyville
Mattoon
Charleston
Effingham
Decatur
Monticello
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Windsor
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Rules of the Road

Compiled by PAUL POWELL
Secretary of State
Illinois

SEAL OF THE STATE OF ILLINOIS
NATIONAL UNION
SOVEREIGNTY STATE
1868
1818
AUG 26th 1818

RULES OF THE ROAD is the official Illinois driver's manual, published for the information and guidance of all persons who use the streets and highways; as well as for driver education students and those who are preparing for the driver license examination.

Traffic accidents in the United States killed over 52,000 persons in 1967 and nearly two million more were injured; in fact, one out of every ten Illinois drivers was involved in a reportable accident during the year.

Accidents don't just happen — they are caused. Traffic safety experts tell us that most of them could be avoided if drivers knew, understood and observed traffic laws, signs and signals; if they maintained their cars in safe condition, concentrated their full attention on driving and showed proper respect for others. It is a rather feeble excuse, therefore, to say "accident" if one fails to do these things.

Every time you slide into the driver's seat and start the engine you must assume certain obligations. **Rules of the Road** will tell you how to fulfill your responsibility.

Paul Powell

SECRETARY OF STATE

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FRONT COVER—Cook County Highway Department color photo of the Chicago Dan Ryan and Eisenhower Expressway Interchange.

CHAPTER ONE

A LICENSE TO DRIVE

WHO NEEDS ONE? Almost everyone who wishes to operate a motor vehicle on the streets and highways of Illinois. There are some exceptions, as explained on Page 6.

WHERE DO I GET ONE? You must go to the examination station in your local community for your first Illinois driver's license. It is located in the county seat in most areas, and it is listed in the phone book. In counties with large populations you will find more than one station. There are three in Chicago:

- 5401 North Elston Avenue
- 9901 South Park Avenue
- 5301 West Lexington Street

WHAT KIND DO I NEED? There are two types of Illinois driver licenses—operator and chauffeur. Most people require an operator's license, but if you are hired as a driver or if you haul people or freight for hire you will probably need a chauffeur license. (See Page 10) If you are learning to drive you will need an instruction permit before you get behind the wheel with your teacher.

WHAT ARE THE AGE LIMITS? Sixteen for an operator's license; eighteen for a chauffeur's license to haul freight only; twenty-one for a chauffeur's license to operate both freight and passenger-carrying vehicles.

WHAT OTHER REQUIREMENTS ARE THERE?

- You must be a legal resident of Illinois.
- You must surrender all valid, foreign-state licenses.
- You must furnish some acceptable form of personal identification.

NEW RESIDENTS are given a 90-day grace period during which they may drive with a valid license issued by their home state, if they are at least 16 years of age and if they have the license in their possession.

SERVICE PERSONNEL OF THE ARMED FORCES who are legal residents of Illinois are given a 30-day grace period following their return to the continental limits of the United States. This means that an Illinois serviceman may drive within his home state during that period with an expired license or no license at all. This privilege, however, is not granted to the members of a serviceman's family.

ON JANUARY 1, 1969, a new driver license law becomes effective and there will be some important changes. Operators' and chauffeurs' licenses issued prior to this date will remain valid until expiration, unless cancelled, suspended or revoked.

THE MINIMUM AGE for a drivers license will be raised from 16 to 18, except for those persons 16 and 17 years of age who have successfully completed an approved driver education course.

ALL ILLINOIS DRIVERS will be re-examined within a period of nine years. A schedule will be established and drivers will be notified when they must come to the examination station for license renewal.

DRIVER LICENSES WILL BE CLASSIFIED according to type of vehicle and type of operation, and there will be no more operators and chauffeurs. The license card will show the classifications for which the applicant has qualified by examination or such other means as the Secretary of State may prescribe. For example, a person who wishes to obtain a license to drive an automobile and a motorcycle must take driving and written tests for both types of vehicles.

INSTRUCTION PERMITS, valid for 12 months, will not be issued to persons under 18 years of age unless they are enrolled in an approved driver education course.

A MOTORCYCLE LICENSE classification issued to persons under 18 years of age will be restricted to the operation of cycles with engines under 150 cubic centimeters piston displacement.

PERSONS UNDER TWENTY-ONE cannot obtain a license without the written consent of their father, if he is available and has custody; otherwise, the mother, guardian or a responsible adult. Satisfactory evidence of the date of birth may also be required if the applicant has not been previously licensed in Illinois.

The responsibility of the parent does not end when a license is issued, for the Secretary of State is required by law to cancel the license if the person who gave his consent makes a written request. This means that parents must concern themselves with the driving performance of their children and take corrective action whenever necessary. If traffic law violations or accidents continue, the license should be cancelled.

The operator's license of a child under 18 years of age is invalid during such time as the child is prohibited by the curfew law from being upon a public street or highway. A license issued to an applicant under 21 years of age is of a distinctive color and design.

A DRIVER LICENSE IS NOT REQUIRED for persons who are exempted by Illinois law...

1. Employees of the United States Government or any member of the Armed Forces while operating a motor vehicle owned by or leased to the United States Government, if such vehicle is being operated on official business.

2. A nonresident who is at least 16 years of age and who has in his immediate possession a valid operator's license issued to him in his home state or country may drive a motor vehicle in Illinois as an operator. Reciprocal privileges are based upon the laws and policies of a nonresident's home state.

3. A nonresident who has in his immediate possession a valid chauffeur's license issued to him in his home state or country may operate a motor vehicle in Illinois either as an operator or a chauffeur, subject to the age limits applicable to operators or chauffeurs in Illinois. However, such person must be licensed as a chauffeur in Illinois before accepting employment as a chauffeur in this state.

4. Any person operating a road machine temporarily upon a highway, or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as an operator or chauffeur.

LEARNING TO DRIVE

Most young people receive driver education and driver training in high school. Illinois law provides that such instruction must be given, if desired, to all residents of a school district between the ages of 15 and 21, even if they are not enrolled in a public school. Four dollars of each driver license fee goes to pay for the program.

Commercial driver training schools, licensed and regulated under state law, are available for persons who did not have an opportunity to take driver education in high school. A minimum of six hours of classroom instruction and six hours behind-the-wheel instruction must be offered to the student.

REGARDLESS OF HOW YOU LEARN, you *must* have an instruction permit before you can legally practice driving. A permit may be obtained at a driver examination station after passing vision, traffic law and highway sign tests. Study this manual carefully before taking the examination. With an instruction permit you may take driving lessons for six months when accompanied by a licensed driver who has at least one year's driving experience and is occupying the seat beside you.

THE DRIVER EXAMINATION consists of four parts . . .

VISION. Your vision will be tested to determine if you can see well enough to drive safely. If the test discloses that you require corrective eye lenses to meet the minimum visual standards, your license will be restricted to the operation of a motor vehicle *only* when wearing glasses or contact lenses.

HIGHWAY SIGNS AND SIGNALS. To drive safely you must be able to read and understand signs and signals. You will be asked to identify certain signs by their shape, color or the symbol appearing on them; and you will also be required to explain the meaning of other types of signs or signals. Read Chapter Three.

KNOWLEDGE OF TRAFFIC LAWS. You will be required to take a written examination to test your knowledge of Illinois traffic laws. Chapter Four tells you what you need to know.

DRIVING TEST. You must drive over a test route so the examiner can determine if you have the ability to operate an automobile safely. Certain maneuvers will be graded, including starting, stopping, backing, turning, driving in proper lane, observance of signs and signals, and parking. Violation of a traffic law will cause you to fail, regardless of how well you do.

YOU MUST FURNISH THE VEHICLE in which the driving test is conducted and it must be properly licensed and equipped . . . see Chapter Two. Unless you have a valid driver's license or permit, your car must be driven to the examination station by someone who has.

LICENSE FEES

	1968	1969
Driver license	$ —	$8.00
Original chauffeur license	5.00	—
Renewal chauffeur license	3.00	—
Operator license	5.00	—
Instruction permit	5.00	8.00
Duplicate or corrected license	1.00	3.00

No additional fee will be charged for an operator's or chauffeur's license when issued to the holder of an instruction permit who becomes eligible for such license.

LICENSE RENEWAL. Persons who are under 69 years of age will receive in the mail a renewal application form, unless they have failed to notify the Secretary of State of a change in name or address. This form must be completed and returned to the Secretary of State with the required fee. If you are 69 years of age or older you will receive a notice to go to your local examination station for a driver test.

Original and renewal operators' licenses expire three years from date of issuance, if renewal application is made prior to expiration. Chauffeur licenses are issued for one year. After January 1, 1969, *driver licenses* will be issued for a period of three years . . . see Page 5.

DUPLICATE AND CORRECTED LICENSES. If your license is lost, stolen or destroyed you may obtain a duplicate by making application therefor and paying the required fee. A corrected license may be obtained in the same way if the information stated on the original has changed, but the original must be attached to the application for correction. Application forms may be obtained from driver examination stations, currency exchanges, notaries public or by writing to the Secretary of State.

CHANGE OF NAME OR ADDRESS. If you change your name, by marriage or otherwise, or if you move to an address other than the one shown on your license you must notify the Secretary of State in writing within ten days of the old and new names and addresses. Be sure to give your correct driver license number.

YOU MUST HAVE YOUR LICENSE with you at all times when operating a motor vehicle, and you must show it upon demand of a law enforcement officer. If you cannot produce a license you will be given an opportunity in court or at the police station to prove that you had one.

It is unlawful to permit any other person to use your license, and the law also prohibits you from loaning your car to any person who does not have a valid license.

LICENSE IN LIEU OF BAIL. Any person who is arrested and charged with a violation of the state traffic law or with operating a motor vehicle without license plates may deposit his Illinois license with the officer who demands bail, in lieu of any other security for his appearance in court.

This provision does not apply whenever a driver is charged with leaving the scene of an accident involving death or personal injury, driving while intoxicated, or driving a vehicle which is overweight on axle. (Beginning January 1, 1969, reckless driving and drag racing will be added to the list of offenses for which a driver's license cannot be deposited in lieu of bail.)

The court may require, however, that the license also be deposited *in addition to cash bail* when persons are arrested and charged with leaving the scene of an accident, driving while intoxicated, reckless driving or drag racing. If the driver fails to appear in court to answer to the charge, the license will be sent to the Secretary of State for suspension or revocation.

CHAUFFEUR LICENSES

CHAUFFEURS ARE DEFINED BY ILLINOIS LAW as . . .

"**(1)** All persons employed by another for the principal purpose of driving a motor vehicle, and

(2) All persons who drive a school bus transporting children, and

(3) All persons employed in connection with the operation of any school, day camp, summer camp, or nursery school, who drive any motor vehicle transporting children to or from any school, day camp, summer camp, or nursery school, and

(4) All persons who drive any motor vehicle when in use for the transportation of persons or property for compensation;

Except, the term "chauffeur" shall not include any person who operates a road machine, a farm tractor or a motor vehicle incidental to some other and principal occupation where the motor vehicle is operated solely and in furtherance of such other and principal occupation, provided that the motor vehicle is not used for the transportation of passengers or property for hire."

IT'S NOT WHAT YOU DRIVE, it's what you're doing with it that matters. Passenger car, bus, truck or motorcycle . . . a chauffeur's license is required for any one of them if the operation comes under the definition stated above. If you have a chauffeur's license you don't need an operator's license also to drive your own passenger car. Garage employees need not be licensed as chauffeurs in order to perform their

duties, provided that the garage has at least one licensed chauffeur for testing and outside service work.

CHAUFFEUR LICENSES ARE CLASSIFIED according to type and weight of vehicle . . .

CLASS A Taxicabs, liveries and other passenger-carrying vehicles designed for not more than seven persons.

CLASS B All types of passenger-carrying vehicles, including commercial buses and school buses.

CLASS B2 All types of passenger-carrying vehicles, except school buses.

CLASS B3 School buses and Class A vehicles.

CLASS C Freight-carrying vehicles of less than 14,000 pounds gross loaded weight.

CLASS D All types of freight-carrying vehicles except tractor-semi-trailer and tractor-trailer combinations.

CLASS E All types of freight-carrying vehicles, including tractor, semi-trailer and trailer combinations.

A chauffeur may obtain a license with a combination of two classifications, if he is able to qualify. For example, a dump truck operator who wishes to drive a taxicab during the winter months should apply for an A-D or A-E license.

WHEN YOU APPLY FOR A CHAUFFEUR'S LICENSE you will be required to qualify by examination for the type of vehicle which you wish to operate. You will also be required to take a driving test in that kind of vehicle, unless you can show satisfactory evidence of training, proficiency and experience in the form of an employer's certification. Such certification must satisfy the following conditions:

- **1.** The employer must have a regular, established business.
- **2.** The chauffeur applicant must be (or have been) a paid driver for the employer.
- **3.** The employer must operate a fleet of motor vehicles.
- **4.** The employer must maintain adequate facilities for road testing and instruction purposes.
- **5.** Instruction and testing must be supervised by a qualified traffic safety officer.
- **6.** The employer must maintain established training and safety programs which are acceptable to the Secretary of State.
- **7.** The employer must maintain adequate driver records.

THE CHAUFFEUR EXAMINATION is similar to that for operators (Page 8), except the written test also includes questions concerning the operation of the kind of vehicle which you wish to drive. Study the regulations for second division vehicles, beginning on Pages 26 and 68 of Chapters Two and Four.

RECLASSIFICATION OF CHAUFFEUR LICENSE may be obtained to operate larger or different types of vehicles. Either an examination or the certification of the employer is required, depending upon the circumstances; and the license card must be surrendered before a new one is issued. Chauffeurs who wish to reclassify should go to the nearest driver examination station for information.

CHAUFFEURS ARE RESPONSIBLE, as well as the owners, for the vehicles which they drive insofar as motor vehicle and traffic laws are concerned. This means they should have a thorough knowledge and understanding of Chapters Two, Three and Four of this manual.

ALL VEHICLES WEIGHING 16,000 LBS. GROSS or more must stop each time they come to an open, official state weighing station; and the drivers are responsible for overweight on axle or license plates. The maximum permissible axle loads are shown in the table on the following page. Registration fees are listed according to weight on the reverse of truck and trailer license plate application forms.

TABLE OF MAXIMUM LEGAL WEIGHTS

VEHICLES HAVING TWO AXLES 36,000 LBS. / VEHICLES WITH CATERPILLAR TYPE TRACKS 40,000 LBS.

VEHICLES OR COMBINATIONS WITH THREE OR MORE AXLES

THREE AXLES WITH TANDEM

DISTANCE[1]	WEIGHT[2]
10 feet	41,000
11	42,000
12	43,000
13	44,000
14	44,500

THREE AXLES WITH OR WITHOUT TANDEM

DISTANCE[1]	WEIGHT[2]
15 feet	45,000
16	46,000
17	47,000
18	47,500
19	48,000
20	49,000
21 or more	50,000

FOUR AXLES

DISTANCE[1]	WEIGHT[2]	DISTANCE[1]	WEIGHT[2]
15 feet	50,000	26 feet	57,500
16	50,500	27	58,000
17	51,500	28	58,500
18	52,000	29	59,500
19	52,500	30	60,000
20	53,500	31	60,500
21	54,000	32	61,500
22	54,500	33	62,000
23	55,500	34	62,500
24	56,000	35	63,500
25	56,500	36 or more	64,000

FIVE OR MORE AXLES

DISTANCE[1]	WEIGHT[2]	DISTANCE[1]	WEIGHT[2]
42 feet or less	72,000	44 feet or more	73,280
43	73,000		

[1]Minimum distance to nearest foot between extreme axles [2]Maximum gross weight (pounds)

A TANDEM AXLE is defined by law as "Any two or more consecutive axles whose centers are more than 40 inches and not more than 72 inches apart, measured to the nearest inch between any two adjacent axles in the series." The gross weight transmitted to the road surface through such series of axles must not exceed 32,000 pounds, and no axle of the series may exceed the maximum weight permitted.

WHENEVER A POLICE OFFICER determines that the weight of a vehicle is unlawful, the officer must require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce the gross weight to the limits permitted by law. Any material unloaded must be cared for by the owner or operator of the vehicle, and must be done so at the risk of the owner or operator.

THE DRIVER OR OWNER of an overweight vehicle, or both, must be arrested by the policeman who determines that the weight is unlawful; except that no arrest ticket will be issued when the overweight is 1,000 lbs. or less and the owner or operator shifts or removes the excess. It is a misdemeanor for a driver to refuse to stop at an official weighing station; or to refuse to obey a police officer who orders an excess load to be removed or shifted.

PENALTIES. Owners and drivers who are convicted of overweight violations will be fined a total amount as shown in the table below.

OVERWEIGHT			RATE PER LB.
More Than		Not More Than	
1,000 lbs.	and	2,000 lbs.	2 cents
2,000		3,000	4
3,000		4,000	6
4,000		5,000	8
5,000			10

OTHER REQUIREMENTS

VEHICLE REGISTRATION CARD. Illinois law requires that the registration card for a motor vehicle of the second division shall be carried in the vehicle to which it refers or by the person driving such vehicle. The driver must display the same upon demand of a police officer or any officer or employee of the Secretary of State.

EXPLOSIVES. Vehicles carrying explosives must be marked on each side and rear with the word "EXPLOSIVES" in letters not less than eight inches high; or a red flag must be displayed on the rear, not less than 24 inches square and marked "DANGER" in white letters at least six inches high. Vehicles carrying explosives must have at least two fire extinguishers.

FLAMMABLE LIQUIDS. No person may operate a cargo vehicle used for the transportation of flammable liquids during hours when lights are required unless the vehicle is marked with reflectorized paint on each side and rear with the word "FLAMMABLE" in letters at least three inches high.

SCHOOL BUSES are regulated by the Superintendent of Public Instruction, and persons who wish to drive these vehicles should write to his Springfield office for a copy of the rules. You may also obtain information from your local office of the County Superintendent of Schools.

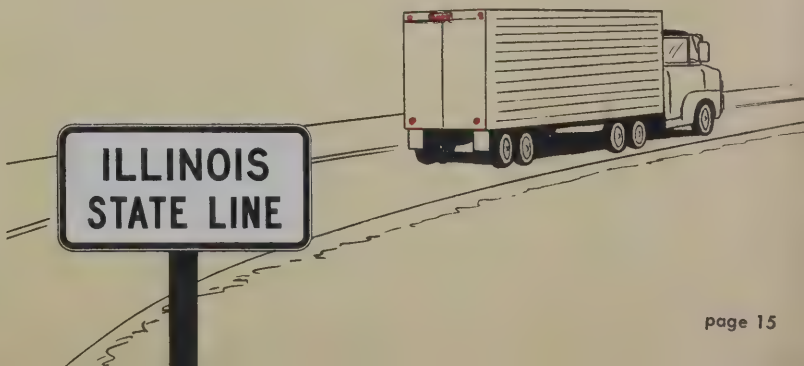
DOCUMENTATION OF VEHICLE MOVEMENTS. Trucks and buses which do not have Illinois license plates and which are carrying persons or property must carry a document which states the following information:

1. The point of origin and destination of the vehicle and its cargo or the persons being carried;
2. Whether the movement is for-hire or not-for-hire; and
3. Whether the movement is interstate or intrastate as defined by the Illinois Vehicle Law.

INTERSTATE COMMERCE is defined as transportation between two or more states or transportation originating in one state and passing into or through other states for delivery in another state, and which is not intra state.

INTRASTATE COMMERCE is defined as transportation originating at any point within this state and destined to any other point or place within this state, irrespective of the route, highway or highways traversed, and including transportation which passes into or through another state before delivery is made within this state, and including any act of transportation which includes or completes a pickup within Illinois for delivery within Illinois.

INTERSTATE OPERATORS are also required to observe certain federal regulations. Drivers who wish to operate trucks which are engaged in this type of service should write for a copy of *Motor Carrier Safety Regulations*, published by the Interstate Commerce Commission. It may be obtained for thirty-five cents from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.



YOU CAN LOSE YOUR LICENSE

When your first license is issued a filé will be established in the Secretary of State's office, and your driving performance will be recorded as long as you remain a resident of Illinois. All reports of accidents and traffic law violation convictions will be posted to your record by an electronic computer which calculates the score each time a new item is added.

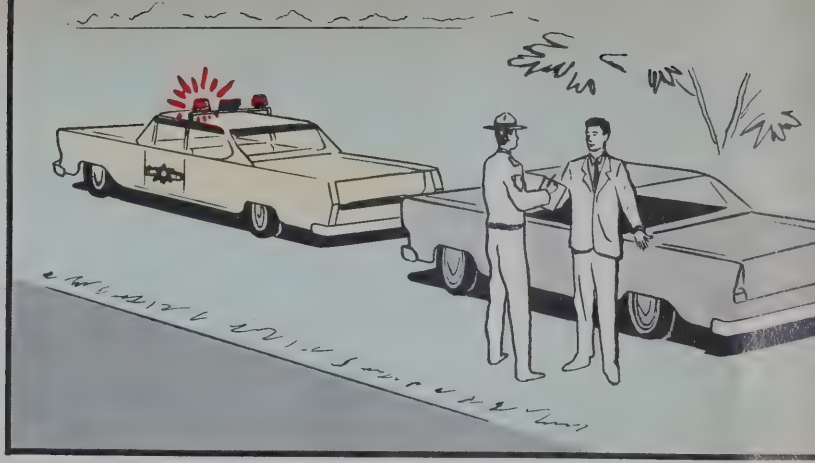
Appropriate action will then be taken in accordance with the Illinois point system for driver control. This may include a warning letter, re-examination, an interview, suspension or revocation, depending upon the circumstances.

YOUR LICENSE WILL BE REVOKED if you are convicted of . . .

- Manslaughter or reckless homicide resulting from the operation of a motor vehicle.
- Driving or being in actual physical control of a vehicle while under the influence of drugs or intoxicating liquor.
- Any felony under the laws of any state or the Federal Government, in the commission of which a motor vehicle was used.
- Leaving the scene of a motor vehicle collision in which you are involved as a driver, if such collision results in death or personal injury.
- Perjury or the making of any false affidavit to the Secretary of State.
- Three charges of reckless driving within a period of twelve months.
- Drag racing.
- Theft of a motor vehicle or a part thereof.
- Violation of the Financial Responsibility Law relating to the operation of motor vehicles used for the transportation of persons for hire.

YOUR LICENSE MAY BE SUSPENDED OR REVOKED if you . . .

- Commit an offense for which mandatory revocation is required upon conviction.
- Are convicted of committing three or more moving offenses against traffic regulations within any 12 month period.
- Are repeatedly involved as a driver in motor vehicle collisions or repeatedly convicted of offenses against laws regulating the movement of traffic.
- Unlawfully operate a motor vehicle and thereby cause or contribute to an accident resulting in death or injury to any person.
- Allow an unlawful or fraudulent use of your license or permit.
- Are convicted of an offense in another state which, if committed in Illinois, would be grounds for suspension or revocation.
- Refuse or fail to submit to a driver examination as provided by the Drivers License Act, or fail to pass such examination successfully.
- Make a false statement or knowingly conceal a material fact in applying for any license or permit.
- Are convicted of attempting to elude a police officer.



- Display or represent as your own any license or permit not issued to you.
- Are found to be ineligible for a license which has been issued to you.
- Fail to comply with the restrictions imposed on your license.
- Take a driver examination for the purpose of obtaining a license for another person.
- Are under 18 years of age and you operate a motor vehicle while you are in violation of the curfew law.

YOU WILL ALSO LOSE YOUR LICENSE

- If you are convicted of any of the misdemeanors which are listed below.
- If you are convicted of a violation of Section 21-2 of the Criminal Code of 1961 relating to criminal trespass to vehicles.
- If you are convicted of the possession or sale of any blank license or permit.
- If you deposit your driver's license in lieu of bail after being arrested for a traffic law violation and fail to appear in court to answer to the charge, or otherwise satisfy the court.

IF YOU ARE CONVICTED of driving while your license is revoked or suspended, or if you are convicted of a traffic law violation which indicates that you were driving during a time when your license was suspended or revoked, the period of suspension or revocation will be automatically extended for an additional like period.

IT IS A MISDEMEANOR for any person to . . .

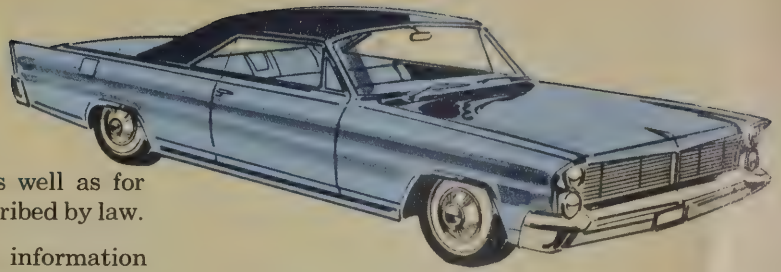
- Possess, display or permit to be displayed any cancelled, revoked, suspended, fictitious or fraudulently altered license or permit.
- Lend a license to another person or permit the use thereof, or to permit any unlawful use of a license issued to him.
- Display or represent as his own any license or permit not issued to him.
- Take a driver examination for another person.

PENALTIES FOR UNLICENSED DRIVING

- Driving after suspension or revocation, or before reinstatement of driving privileges, is punishable by imprisonment from 7 days to one year and a fine not to exceed $1,000.
- A fine of not less than $20 nor more than $300 may be imposed for driving with an expired driver's license, and the minimum fine is $50 if the expiration period is greater than 6 months.
- Persons who have never had a license may be punished by imprisonment from 3 days to one year and a fine not to exceed $1,000.

CHAPTER TWO

THE MOTOR VEHICLE



There are licensing requirements for the motor vehicle as well as for the driver, and certain equipment specifications are also prescribed by law.

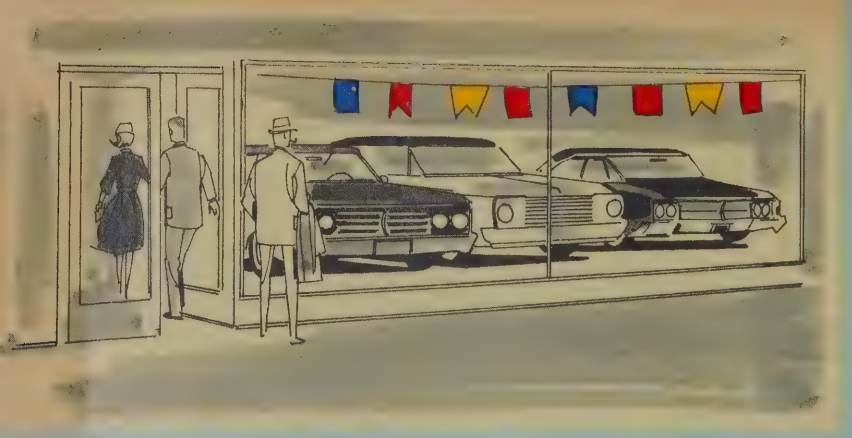
New or temporary residents will find in this chapter the information they need concerning license plates and equipment. Other car owners should check the requirements to determine whether they are operating their automobiles in compliance with the law.

LICENSE PLATE REGISTRATION AND CERTIFICATE OF TITLE

VEHICLES PURCHASED IN ILLINOIS

If you purchase a new or used car from a licensed Illinois dealer, the dealer must complete the necessary application forms to obtain your license plates, certificate of title or transfer; and he must send these items to the office of the Secretary of State along with separate remittances in payment of license fees and sales tax. This is a requirement of the Illinois law.

If you buy an automobile from someone other than a dealer, you must take care of your own application forms. No sales tax remittance is required in this type of a transaction. Applications for certificate of title and license plates or transfer must be accompanied by a remittance for the proper fee, as indicated on the reverse of the form, and by a properly assigned certificate of title issued in the name of the person from whom the vehicle is being purchased. These documents may be mailed to the Secretary of State's Office, State Capitol, Springfield, Illinois 62706; or they may be presented in person at the Centennial Building, Springfield. They may also be presented at any one of the three Chicago motor vehicle facilities . . . 5401 North Elston Avenue, 9901 South Park Avenue and 5301 West Lexington Street.



VEHICLES PURCHASED OUTSIDE OF ILLINOIS

If you are an Illinois resident and you buy a car from a person or a dealer outside the state, you must submit the following items to the Secretary of State in order to obtain a license plate registration or transfer and a certificate of title:

1. Applications for certificate of title, license plates or license transfer.

2. Remittance in payment of fee, as indicated on reverse of the application form.

3. Certificate of Origin, properly assigned by the car dealer, if purchased new. If it is a used car, an assigned certificate of title issued by the state in which purchased is required. If the state where purchased does not issue a title, the most recent registration certificate for license plates must be submitted, as well as a chain of notarized bills of sale from the last registered owner to the Illinois buyer.

4. For the Illinois Department of Revenue (use tax), a notarized bill of sale from the dealer showing the purchase price and the trade-in allowance; along with a remittance in the amount of 4¼% of the purchase price less the trade-in. The remittance must be made payable to the Department of Revenue, but all items must be mailed or presented to the Secretary of State.

If an Illinois resident who buys a motor vehicle outside Illinois is liable for Illinois use tax, he may claim depreciation of 2% of the purchase price for each full month of prior out-of-state use (if any) by him, and he may take credit against the Illinois use tax for sales or use tax previously paid by him in another state on the same vehicle.

If purchased from a private individual outside the state of Illinois, no use tax payment is required.

VEHICLES BROUGHT INTO ILLINOIS BY THEIR OWNERS

Persons who are visitors or temporary residents of Illinois may operate passenger cars which are properly registered (license plates) in their home state.

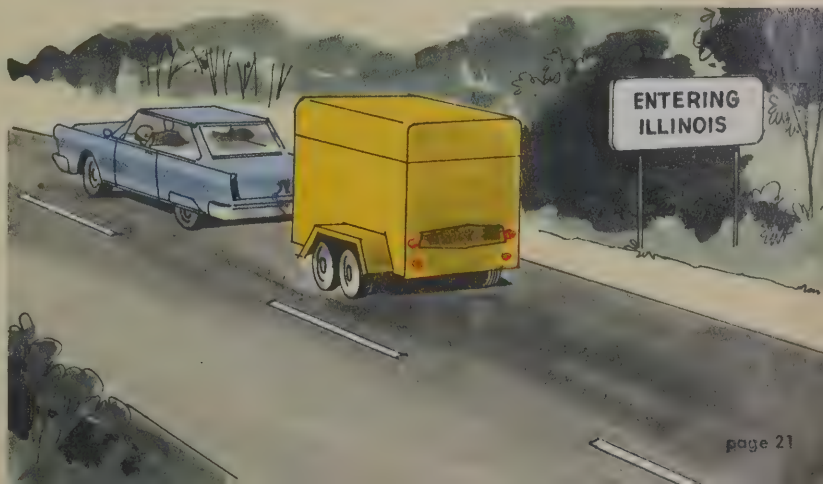
Any person who is a resident of another state and who is engaged in business in Illinois is granted a grace period for his own or his company passenger car equal to the reciprocity privileges offered to Illinois residents by his home state. After the end of this period the vehicle must be registered in Illinois.

A passenger car owner who is a legal resident of another state, and whose vehicle is properly registered in that state, is also granted a grace period equal to that offered by his home state. When this period expires he must obtain Illinois license plates if he wishes to continue to operate the automobile. If the car was registered in the home state for at least three months before being brought into Illinois, no use tax payment is required.

A legal resident of another state who brings a motor vehicle into Illinois and desires to obtain Illinois license plates and title may claim the following use tax exemption credits if the vehicle was registered for less than three months in the home state.

- Two percent depreciation from the purchase price for each full month of prior out-of-state use.
- Sales or use tax paid in the home state.

Whenever a use tax exemption is claimed on a vehicle that was purchased outside Illinois by a person who was not a resident of Illinois at the time of purchase, and who seeks to title the vehicle in Illinois, Department of Revenue form number RUT-9 must be submitted along with applications for license plates and certificate of title. This form may be obtained by writing to the Department of Revenue, 101 State Office Building, Springfield.



LICENSE PLATE RENEWALS for vehicles registered in Illinois may be obtained in three ways:

- Mail application and fee to the Secretary of State, State Capitol, Springfield.
- Present application in person at the Springfield office of the Secretary of State, or at one of the three Chicago motor vehicle facilities.
- Present application to one of the banks throughout Illinois which is authorized to issue renewal license plates for passenger cars.

LICENSE REGISTRATION FEES for passenger automobiles range from $8.00 to $24.00, depending upon the size of the engine. Truck fees are determined by the gross weight of vehicle and load.

ALL PASSENGER CAR REGISTRATIONS issued during a calendar year expire between January 1 and March 1 of the following year, upon a date previously determined and announced by the Secretary of State. Applications for renewal are due not later than December 15 of each year, and persons who desire reassignment of the same license number must submit a renewal application to be received on or before September 30.

DISPLAY OF LICENSE PLATES. All vehicles except motorcycles, trailers, semi-trailers and truck-tractors must display two license plates—one in the front and one in the rear. Motorcycles and trailers must display one plate on the rear, and truck-tractors must have one plate attached to the front.

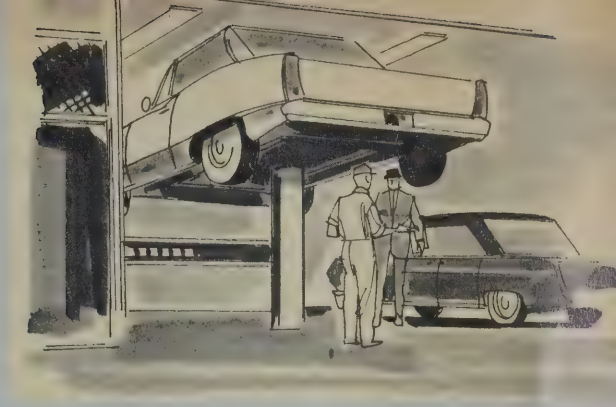
License plates must be securely fastened to the vehicle for which they were issued, in a horizontal position in a manner to prevent swinging, at a height of not less than 12 inches from the ground. License plates must be maintained in such condition as to be clearly legible.

Application forms for license plates may be obtained from driver license examination stations, currency exchanges, new or used car dealers and notaries public.

EQUIPMENT

Illinois law prohibits the driving or moving upon a street or highway of any vehicle which is in such unsafe condition as to endanger any person or property. In addition, certain items of equipment are required and performance standards are established therefor.

Periodic motor vehicle inspection for passenger cars is not compulsory in Illinois; and it is the sole responsibility of the owner, therefore, to maintain his automobile in safe mechanical condition. This means that regular safety checks must be made at a garage or service station.



VEHICLE LIGHTING

HEAD LAMPS. Two required (one on motorcycles), with white or yellow tinted lights visible for at least 500 ft.

LICENSE PLATE LIGHT. The rear license plate must be lighted so as to be legible for at least 50 feet, and the lamp must be connected so as to be lighted whenever the head lamps are lighted.

TAIL LAMP. All motor vehicles, trailers and semi-trailers, except motorcycles, must have two tail lamps mounted on the left and right rear, with red lights visible for at least 500 feet.

PROJECTING LOADS extending more than 4 ft. to the rear of a vehicle must display, during hours of darkness or periods of poor visibility, a red light at the rear of the load which is visible for at least 500 ft.

LIGHTED PARKING LAMPS are required, both front and rear, on any motor vehicle which is standing on any highway during the period from sunset to sunrise. Local communities have the authority to permit unlighted night parking on lighted streets under their jurisdiction.

LIGHTS REQUIRED ON ALL VEHICLES. Every vehicle, including animal-drawn vehicles, when being operated upon a highway during the period from sunset to sunrise or any other time when visibility is so limited as to require the use of lights for safety, must be equipped with at least two lamps displaying a white light visible for 1,000 feet to the front of the vehicle and two lamps displaying a red light visible not less than 1,000 feet to the rear of the vehicle; *if not otherwise specifically required to be equipped with headlights and taillights.*

LIGHTING EQUIPMENT REQUIREMENTS

SPOTLIGHTS. More than one is prohibited. When approaching another vehicle, it must not be directed to the left nor more than 100 ft. ahead.

ADDITIONAL OR AUXILIARY driving lamps or head lamps cannot exceed three. They must be mounted not less than 12 inches nor more than 42 inches above the surface of the roadway.

COWL OR FENDER LAMPS are limited to two, and they must have non-glare, white or amber lights.

RUNNING BOARD LIGHTS are restricted to one on each side, and they must be white or amber.

BACKUP LIGHTS must turn off when the vehicle is going forward.

NO MORE THAN FOUR lights on the front of a vehicle may be turned on at the same time if any one of them is more than 300 candlepower.

RED LIGHTS visible from the front are prohibited except for police or emergency vehicles.

FLASHING OR MOVING LIGHTS, other than turn signals or hazard indicators, are prohibited except as authorized for certain special types of vehicles.

HEAD LAMPS AND TAIL LAMPS MUST BE LIGHTED during the period from sunset to sunrise, *and at any other time* when visibility is so limited as to require the use of lights for safety.

HEADLIGHTS MUST BE DIMMED at least 500 feet before meeting and 300 feet before overtaking another vehicle.

PARKING LIGHTS ONLY are prohibited while driving when lighted head lamps are required, but they may be used in addition to other lights.

OTHER EQUIPMENT

BRAKES. Four-wheel brakes are required for all new automobiles sold in Illinois, except motorcycles. A separate emergency or parking brake mechanism must be provided for at least two wheels.

Brakes must be adequate to stop a vehicle traveling 20 miles per hour within a distance of 30 feet upon dry pavement. The emergency or parking brake must be able to stop the vehicle within 55 feet under similar circumstances, and must be able to hold it stationary upon a grade or hill.

Brakes must be maintained in good working order and must be balanced to operate equally.

HORN. All motor vehicles must be equipped with a horn which can be

heard for at least 200 feet. Horns with unreasonably loud or harsh sounds are prohibited, and no horn may be sounded unless necessary. Sirens, whistles or bells are prohibited except on authorized emergency vehicles.

MUFFLER. All motor vehicles must at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise or annoying smoke. Cutouts and bypasses are illegal, and modification of the exhaust system to amplify or increase noise is prohibited.

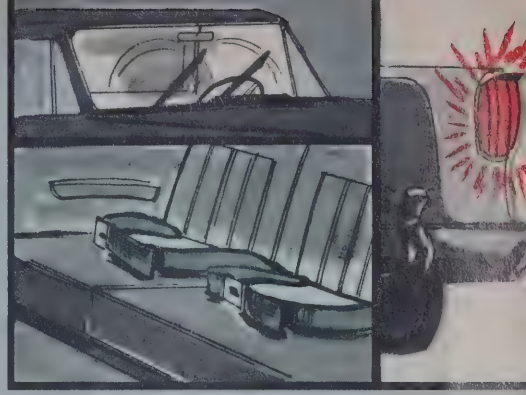
MIRRORS. All motor vehicles must be equipped with a rearview mirror capable of reflecting a view of the highway for at least 200 feet.

OBSTRUCTING VIEW. Windshields and windows must not be covered with any signs or stickers which obstruct the driver's view. No object may be placed or suspended on any part of the inside of a motor vehicle except religious or lodge statues six inches or less in height, or wearing apparel suspended behind the driver and not obstructing the driver's view.

WINDSHIELDS must be equipped with wipers and all glass must be of an approved safety type.

STOP LIGHTS. All vehicles must be equipped with at least one red stop light, visible for a distance of not less than 500 feet to the rear in normal sunlight, and actuated upon application of the brake.

TURN SIGNALS. All motor vehicles, except motorcycles, and all trailers and semi-trailers must be equipped with electric turn signals visible for at least 300 feet in normal sunlight. Front signals must be white or amber and rear signals must be red.



SEAT BELTS. All new passenger cars sold in Illinois must be equipped with two sets of safety belts for the front seat. No Illinois licensed passenger car of a model later than 1960 may be operated unless the front seat is equipped with two sets of safety belts. All belts and installations must meet the standards prescribed by the Illinois Department of Public Safety.

STUDDED TIRES may be used from October 1 to May 1 on single-tire vehicles of not more than 10,000 lbs. gross vehicle weight if they have wheelwells.

SPECIAL EQUIPMENT FOR SECOND DIVISION VEHICLES

SCHOOL BUSES must be equipped with two alternately flashing red lights, front and rear, mounted as high and spaced as widely as practicable, and visible for 500 feet in normal sunlight. They must be connected to the brake pedal by means of a toggle switch. Every school bus with a capacity of 16 passengers or more must be equipped with a three-bar amber clearance light on the front; and the lights must be illuminated at all times while the bus is being operated. Every school bus must comply with the color requirements established by the Superintendent of Public Instruction, and all signs indicating "SCHOOL BUS" must be covered when the bus is being operated for purposes other than transportation of children in connection with school activities.

CLEARANCE, IDENTIFICATION AND SIDE MARKER LIGHTS. Second division vehicles or combinations thereof longer than 25 feet or wider than 80 inches must have certain types of lighting equipment if they are operated outside the limits of cities, towns or villages between sunset and sunrise.

- Two yellow lights, one on each upper front corner, visible for 500 feet.
- Three red lights in a horizontal line on the rear of the vehicle, visible for 500 feet.
- One yellow reflector on the lower left-hand and right-hand front corners.
- Red reflectors on the rear, not more than 12 inches from the lower left and right corners.

All second division vehicles more than 20 feet long and all trailers and semi-trailers of more than 3,000 lbs. gross weight which are being operated outside the limits of cities, villages or towns between sunset and sunrise must be equipped with two amber reflectors mounted on each side, not higher than five feet above the surface of the road and at approximately one-third the length of the side of the vehicle.

Every trailer and every semi-trailer having a gross weight of 3,000 lbs. or less must be equipped with two red reflectors, mounted on the rear not more than 12 inches from the two corners, and visible for at least 300 feet in the headlight beams. Trailers and semi-trailers must also be equipped with electric turn signals.

WARNING FLAGS AND FLARES. All vehicles of the second division which are operated outside of a business or residence district must carry at least three red warning flags and three flares, lanterns or approved reflectors visible for 500 feet for a period of 12 hours.

SPLASH GUARDS. No motor vehicle of the second division, except a truck-tractor, may be operated on a highway in Illinois outside the limits of a city, village or town unless it is equipped with properly attached splash guards of a type which meets the specifications of Section 121.02 of the Uniform Act Regulating Traffic on Highways.

NAME AND ADDRESS OF OWNER. No second division vehicle (see definition), except those listed below, may be legally operated upon the highways of this state unless there is painted or otherwise firmly affixed to such vehicle on both sides thereof in a color or colors vividly contrasting to the color of the vehicle the name and address of the owner thereof and the certificate or permit number of such vehicle, if any. The size of the letters must be at least 2 inches high and the brush strokes must be at least ½ inch wide.

Farm tractors, farm machinery, farm wagons, wagon-trailers, campers, house cars, house trailers, single boat trailers and second division vehicles owned by licensed vehicle dealers and manufacturers (while being used for demonstration or delivery) are exempted from name and address requirements.

CHAPTER THREE

HIGHWAY SIGNS, TRAFFIC SIGNALS AND PAVEMENT MARKINGS

It would be quite difficult, if not impossible, to drive upon our modern, complex highway systems without the aid of signs and signals. Not only would we get lost, but the death and accident rate would rise to the point where we would fear to venture forth. Traffic jams would stall the movement of vehicles and highway travel might even become impractical.

Signs and signals tell drivers *where they are* and *what to do*. They furnish necessary information and regulate the flow of traffic, making a trip both safe and pleasant.

Yes, signs and signals are of the utmost importance . . . but just looking at them is not enough. You cannot drive safely and obey the traffic laws unless you *understand the message*. Chapter Three of this manual will help you. Study it carefully.

THE SHAPE TELLS THE STORY

You must be able to recognize the *outline* of the four types of highway signs . . .

THE EIGHT-SIDED (OCTAGON) SHAPE *always* means STOP. A stop sign is red with white letters. When you come to it you must make a *complete stop* before entering a marked crosswalk or crossing a marked stop line. If there are no pavement markings you must stop before entering the intersection, at a point where you can see traffic approaching from all directions. *After stopping* you must not start again until you have yielded the right-of-way to pedestrians and to approaching traffic on the through highway, *and until a safe interval occurs.*

THE YELLOW TRIANGLE tells you to YIELD THE RIGHT-OF-WAY. This means that you must slow down to a speed reasonable for existing conditions and stop if necessary. You must then yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard.

A DIAMOND SHAPE means WARNING. Warning signs are yellow with black letters or markings. Observe them carefully . . . they tell you what is coming up ahead.

A ROUND SIGN always means RAILROAD CROSSING. It is yellow with black markings, and it is posted from 400 to 700 feet in front of the crossing in rural areas. This sign tells you to *Look, Listen and Slow Down* because you may have to stop. Roll down the car window—if the wind is in the wrong direction you may not hear the whistle. If a train is approaching STOP! Don't try to figure time and distance . . . you'll never have another chance if you get a wrong answer. See Page 65 for laws regulating traffic at railroad crossings.

These signs are posted at certain types of intersections and they tell which lanes you **must** use when turning or going straight ahead. Make sure to observe them far enough in advance to get into the proper lane.

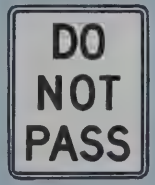
REGULATORY SIGNS

Regulatory signs tell us what we *must do*. Drivers are required to obey them in the same manner as traffic laws. The stop sign is one example . . . others are illustrated on the following pages.

When there are two lanes for traffic in each direction, stay in the right-hand lane except when overtaking and passing slower vehicles.

This sign marks the end of a no-passing zone. **Warning** . . . passing is prohibited unless it is safe to do so.

Just a reminder . . . it means exactly what it says.



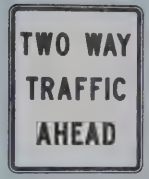
Posted at the beginning of a zone in which passing is prohibited.

Tells you **where** to stop when you come to a stop sign or signal, if the stopping place is not located at the sign.

Try to see these in time to avoid a traffic law violation.

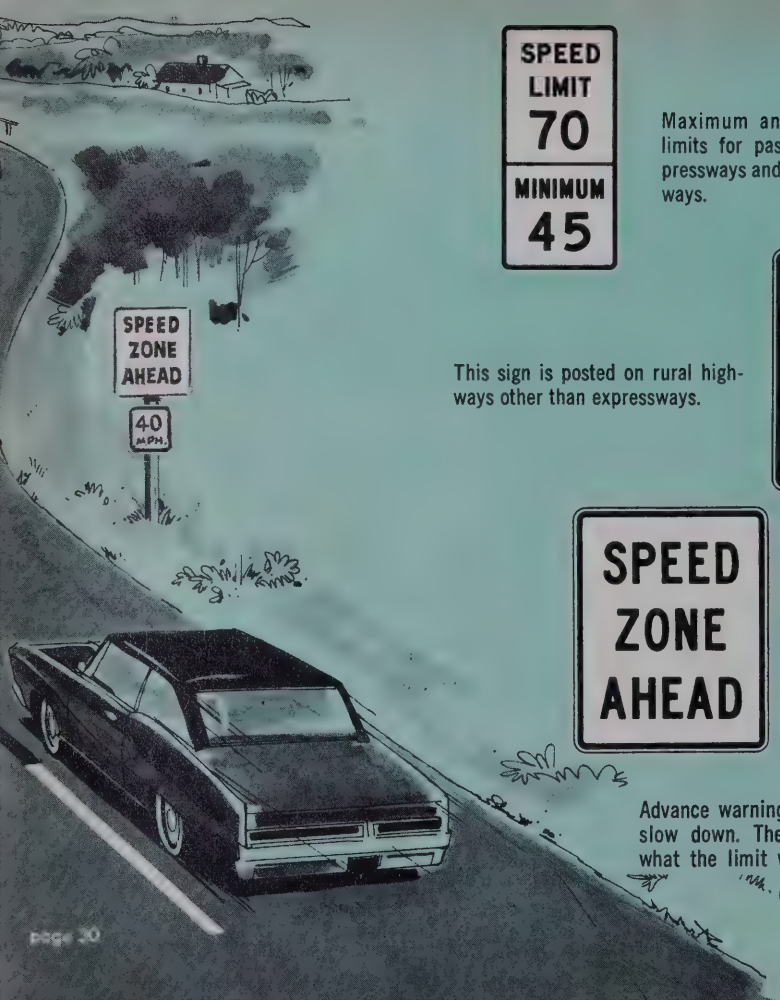
There are four stop signs at this intersection . . . traffic from all directions must come to a halt. The small sign illustrated above is mounted just below the stop signs.

Watch for this one! It can be highly dangerous or quite embarrassing if you miss it . . . and you might get a ticket.



These tell you to prepare to go from a one-way into a two-way highway. Be careful, and make sure you get into the proper lane.

This one is used at intersections where the signals may be complicated or confusing. It reminds you to watch the traffic light which controls the road or lane on which you are traveling.



Maximum and minimum speed limits for passenger cars on expressways and limited-access highways.

This sign is posted on rural highways other than expressways.

Advance warning! Don't miss it, and slow down. The smaller sign tells what the limit will be.

Signs like this inform drivers of the maximum limits in speed zones and urban areas.

Maximum speed limit for these types of vehicles on expressways and in rural areas.

One of these is posted at the end of a speed zone, except on highways where the limit is over 65.

WARNING SIGNS

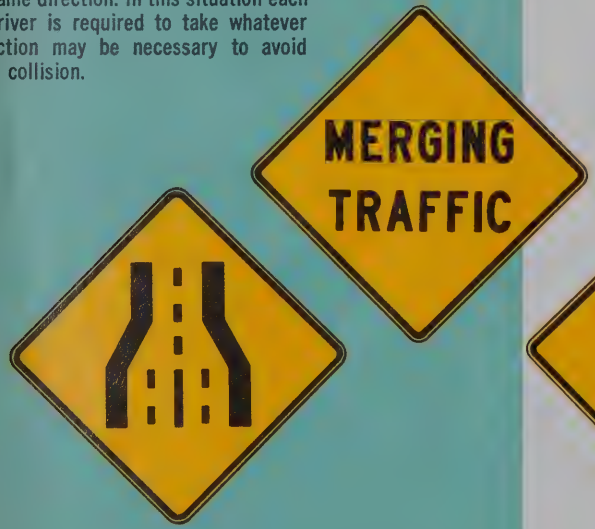
Warning signs alert drivers to conditions which lie immediately ahead, and tell them what to look for. There may be road hazards, changes in direction or some other situation which requires action on the part of the driver. Not only must warning signs be observed for the sake of safety, but disregard may be a traffic law violation.

◀ A stop signal is 300 ft. ahead. **Slow down** . . . school children may be crossing.

Slow down and be prepared to stop. There is an intersection or crosswalk 400 ft. ahead which is used by school children, and it is not protected by a signal light. ▶

These three signs give you advance warning of other signs or signals which may not yet be visible, but which are so close as to require slowing down at this point. They are also used in high-speed areas.

Posted on multilane divided highways 300 ft. in advance of the point where traffic from a side road enters the main roadway on a ramp, this sign warns drivers to be alert for other traffic traveling in the same direction. In this situation each driver is required to take whatever action may be necessary to avoid a collision.



A most important warning, it tells you that two lanes of traffic will soon merge into one. Watch carefully and be prepared to change lanes or wait for an interval.

These signs are posted from 400 to 700 ft. in advance of turns and curves. Be sure to note the shape of the arrow—it tells what to expect—and be doubly sure to observe the small sign underneath. It tells the maximum **safe** speed for the curve, as determined by highway engineers.

Crossroad and side road—used to warn of intersections ahead where traffic is likely to be encountered, or where advance visibility is poor.

Slow down and watch for destination signs or road markings. You are going to have to make a decision . . . you must turn either to the right or the left.

This one is used on two-lane roads and it warns drivers that they are approaching an area where two cars cannot safely pass each other without slowing down.

Watch for narrow pavement ahead in your lane. You may have to adjust your position to stay on the road.

All pavement is more or less slippery when wet, but this sign warns of extreme conditions. You have just 500 ft. in which to slow down and get ready for it. Failure to observe may suddenly end your trip.

Watch for other traffic and get into the proper lane. You are approaching a short stretch of divided highway at an intersection.

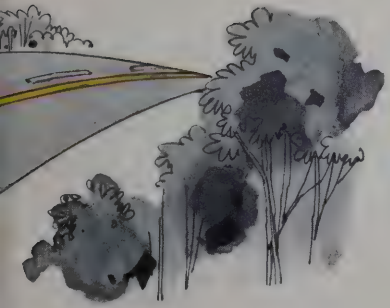
These signs are posted in advance of the beginning and end of a section of highway where traffic is separated by a center strip for at least ½ mile. Be careful as you approach the point where two-way traffic begins again.

Pay attention—this isn't an ordinary hill. The sign is used only when advance warning is required of downgrades so long, so steep or with such sharp curves that special precautions are required on the part of the driver. Slow down **before** you start down.

Placed on an obstruction in the roadway. You must drive either to the right or to the left.

Don't miss this one! The pavement ahead is unfinished and all lanes are barricaded. **You must slow down** and turn off the expressway.

These are posted in front of expressway exit and entrance ramps. They show the maximum safe speed at which an automobile can be driven on the curved roadway. If you disregard, you may find yourself in real trouble.



Start slowing down **now**—don't wait until you get there.

Four hundred feet ahead there is a school by the side of the highway. Slow down, watch carefully and prepare to stop suddenly if necessary. Remember—schools may hold classes at different hours, and many school activities are conducted at night.

Watch both sides of the street when you see this sign. It is used to show the location of a marked pedestrian crosswalk **which is not at an intersection.**

Signs like these are used to warn drivers of hazardous crossings and intersections where unusual or unexpected traffic movements may occur. Take heed.

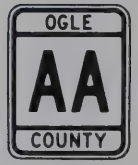
GUIDE SIGNS

Guide signs are your best friend when you are driving, especially if you are not in your home area. They tell you where you are, what road you are on and how to get to where you wish to go. They furnish information which makes the trip more pleasant and interesting, and if you read them they will also help to keep you awake.

This is a route marker and you will see it on interstate expressways.

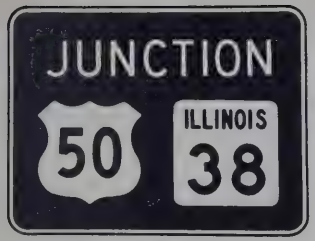
State routes are posted with signs like these.

U.S. route markers. You will be watching for them when you are traveling through more than one state.



You will find this sign post on some county roads.

A small sign meaning junction or intersection. It is used in combination with other route markers.

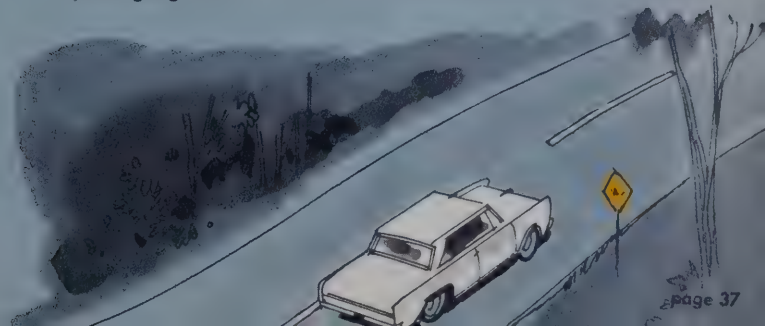


You are approaching the intersection of your route with U.S. Rt. 50 and Illinois Rt. 38. Watch for other signs directing you to the road which you wish to take.

◀ This is called a hazard marker or clearance marker. It is 3 ft. high with alternating black and white stripes and it is used to call attention to obstructions or other hazards close to the roadway. When you see one, be careful.

Mounted above the route marker, these give necessary additional information. ALT means alternate route.

These little signs seem simple enough, but don't overlook them. They are used with route markers to show the direction in which the road goes. If you miss one you might get lost.



Signs like this one are posted in front of intersections and they show where you will go if you take that road.

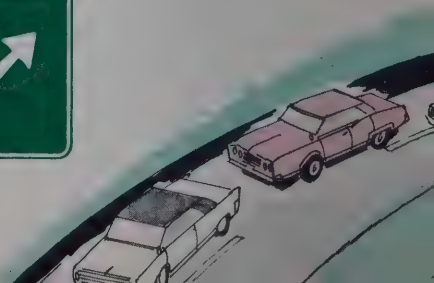
Signs like this are posted on main highways, just beyond intersections and city limits, to inform drivers of the distance to other points.

Used at intersections with secondary roads, they name the closest town and tell the distance.

Look for this one when you park. It points to a nearby public lot or garage.

When you wish to stop this sign is a welcome sight. "R" or "L" means right or left, and this little sign tells you on which side of the road you will find the rest area.

Look for signs like these when you travel—they tell you how to get to your destination.



Either of these two signs may display the word "LEFT" or "RIGHT."

There is a storage lane here, and you must get into it if you wish to turn.

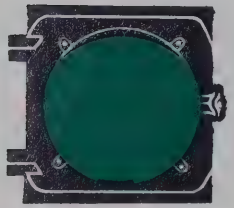
This means that the signal light next to the sign is for the regulation of right turns only. Watch for other lights if you wish to turn left or go straight ahead.

Expressway signs such as these give advance notice and tell what lane to get into.

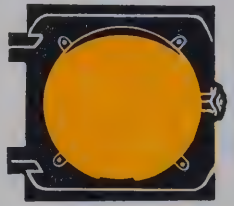
If you are hungry, sleepy or low on gas you will be looking for one of these signs.

TRAFFIC SIGNALS

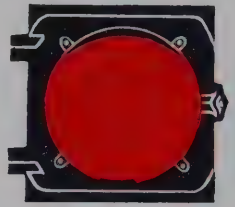
A traffic signal is an electrical device which warns drivers or directs them to do something. The most common one is the familiar "stop-and-go" light. Disregarding or disobeying a traffic signal is a traffic law violation, as well as a dangerous and foolish mistake.



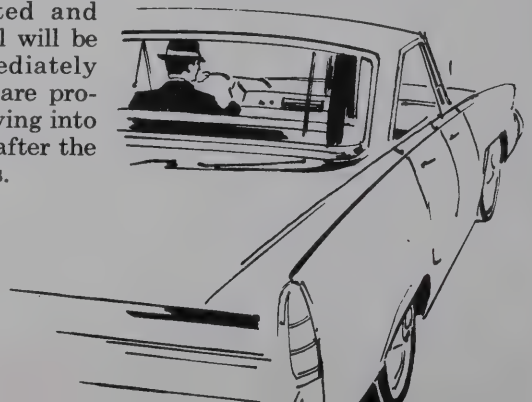
GO—but not until safe to do so. You may go straight ahead or you may turn right or left, unless prohibited by some other sign or signal or by a traffic policeman. You must first, however, yield the right-of-way to vehicles and pedestrians within the intersection when the light changed to green. Don't take a nap though, or do a make-up job—the drivers behind you are in a hurry to move along.

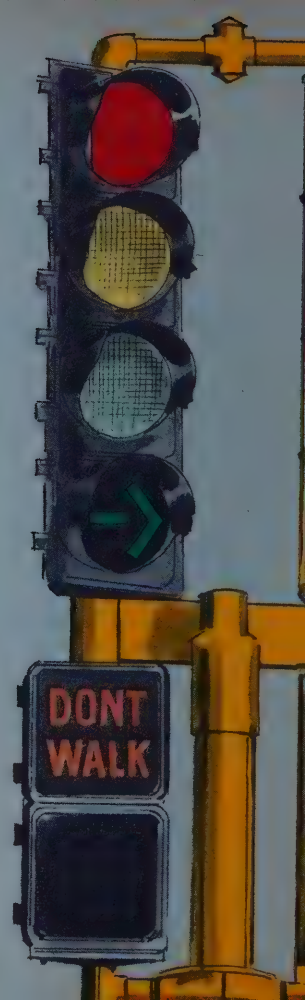


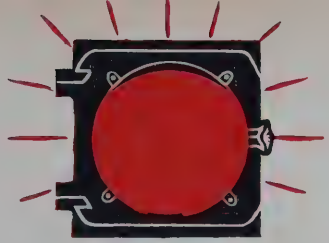
CAUTION—The red light is coming up! The steady yellow signal light means that the green signal is being terminated and that a red signal will be exhibited immediately thereafter. You are prohibited from driving into the intersection after the red light appears.



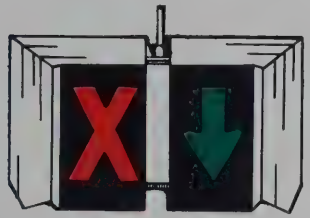
STOP before entering the crosswalk or intersection, and stay there until the signal changes to green.





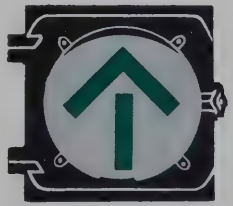


STOP! This flashing signal means exactly the same thing as a stop sign. It is used at hazardous intersections or at locations where visibility may be poor. A stop sign will also be posted, except at school crossings.



LANE SIGNALS are used on expressways to control the flow of traffic on reversible lanes during different hours of the day. Watch for them carefully —a mistake could mean disaster.

CAUTION! The flashing yellow signal light tells you to slow down, look carefully and proceed with caution. You are approaching a hazardous intersection or location.



You may go straight ahead after yielding the right-of-way to vehicles and pedestrians within the intersection. Right or left turns are prohibited unless they are indicated by other appropriate directional signals.

You may cautiously make a turn in the direction of the arrow, after yielding the right-of-way to other vehicles and pedestrians. You must also, however, obey other signals which may be shown at the same time . . . for example, if there is a red light you cannot go straight ahead.

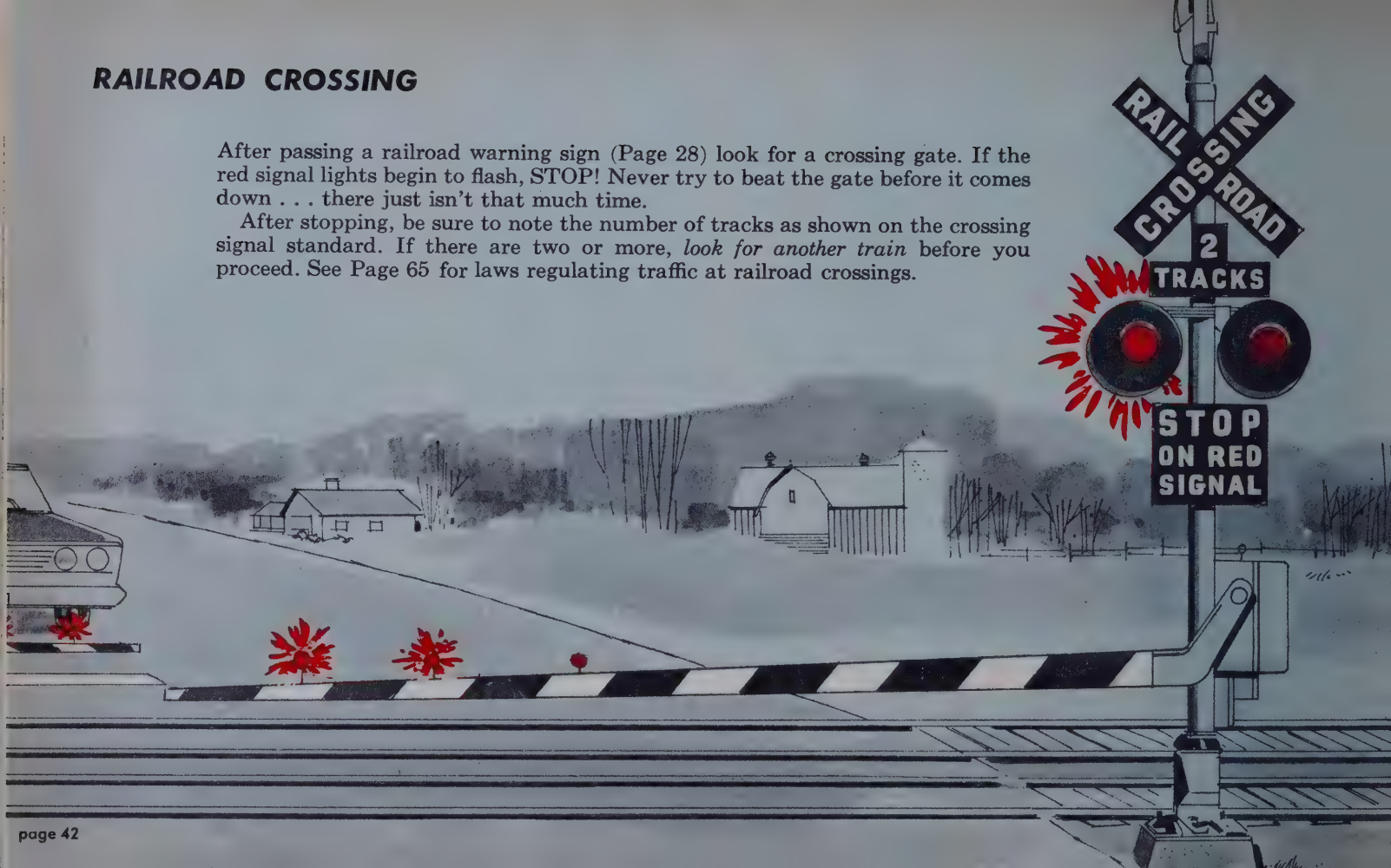
You may drive in lanes underneath this signal, but you must also obey all other signs and signals.

You must never drive in a lane under a red X signal, regardless of any other signs or signals.

RAILROAD CROSSING

After passing a railroad warning sign (Page 28) look for a crossing gate. If the red signal lights begin to flash, STOP! Never try to beat the gate before it comes down . . . there just isn't that much time.

After stopping, be sure to note the number of tracks as shown on the crossing signal standard. If there are two or more, *look for another train* before you proceed. See Page 65 for laws regulating traffic at railroad crossings.



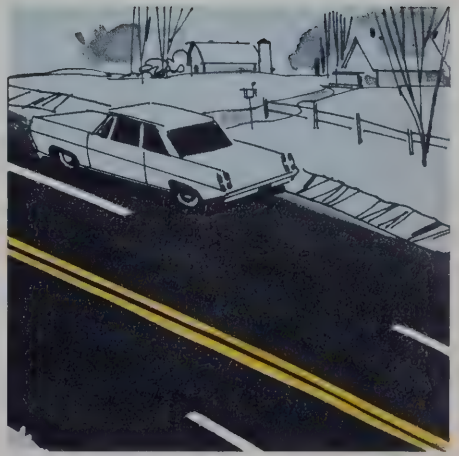
PAVEMENT MARKINGS

Pavement markings are used like highway signs to warn and direct drivers and to regulate traffic. It is important, therefore, that they be clearly understood.

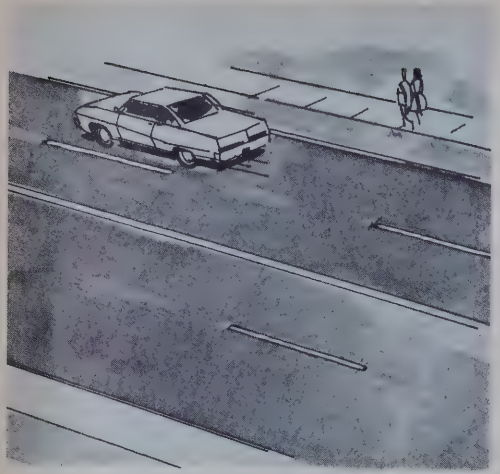
CENTER LINES are marked on all paved roadways which carry two-way traffic. There are three types . . .

The center line of a two-lane rural highway is marked with reflectorized white stripes which are 15 feet long and spaced 25 feet apart.

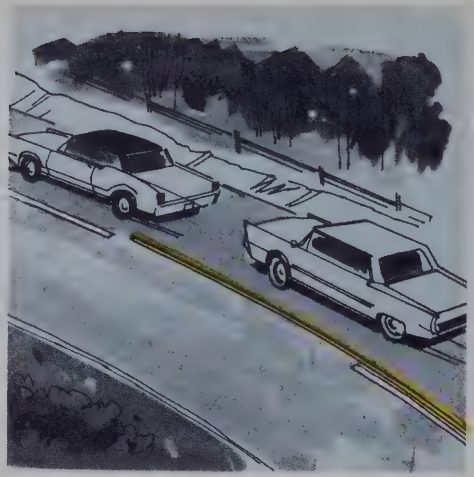
A solid white stripe marks the center line on streets and highways in urban areas when there is one lane for traffic in each direction.



Four or more lanes—double solid yellow stripes. Crossing a double yellow line is prohibited except when turning into a driveway.

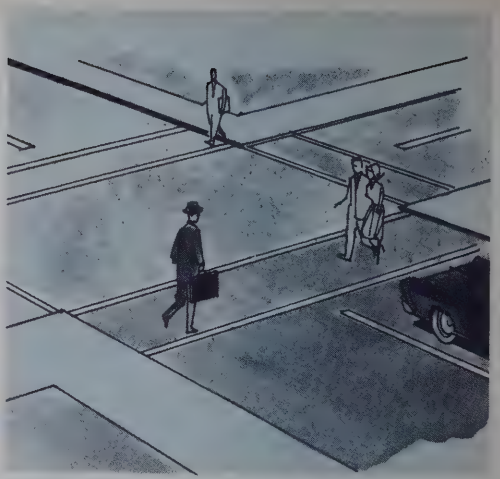


LANE LINES . . . There is a difference between lane lines and center lines. Lane lines are used to mark and divide streets and highways which have more than one lane of traffic moving in the same direction. On roadways having four or more lanes of traffic, lane lines are used to divide the pavement on each side of the center line. Lane lines are white dashes spaced 25 ft. apart.

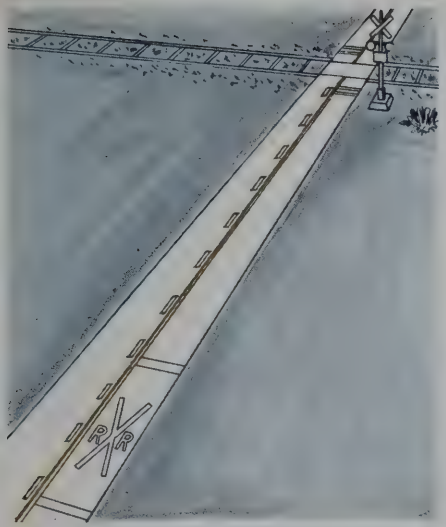


NO-PASSING ZONES . . . On two-lane pavements a single solid yellow stripe is used to indicate areas in which passing is prohibited.

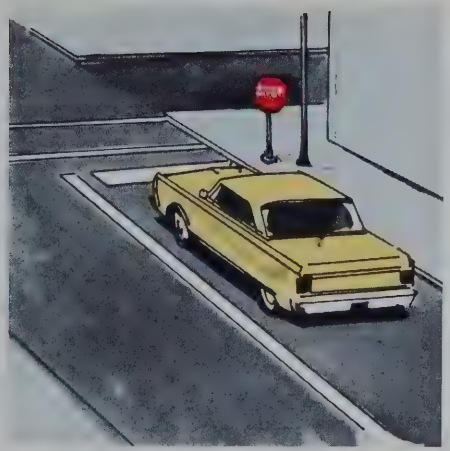
Drivers may cross the yellow stripe to complete a passing manuever which was started *before* the beginning of a no-passing zone, and the no-passing stripe may also be crossed when making a left turn into a driveway.



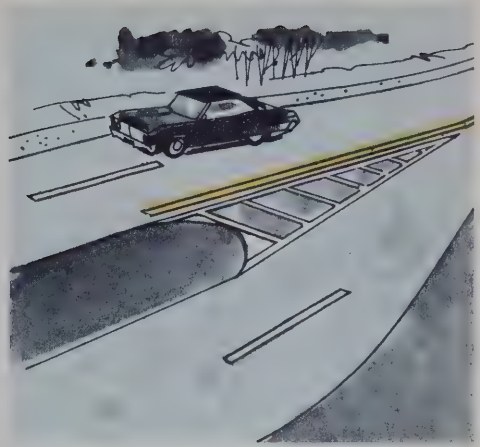
CROSSWALK LINES . . . Pedestrian crosswalks are often marked with solid white lines extending the entire width of the pavement, at least 6 ft. apart. Pedestrians who have entered the crosswalk have the right-of-way over motor vehicles. Crosswalks are sometimes in the middle of the block in residential areas, and pedestrians are protected by a "CROSS WALK" sign erected at the white lines.



RAILROAD CROSSINGS . . . In front of railroad crossings (approximately 300 feet in rural areas) the pavement is marked with a large white X and two R's. A yellow line extends the entire distance to prevent crossing over, and two white stripes are painted on each side of the track.



STOP LINES . . . White stop lines 12 to 24 inches wide are painted across the pavement at those intersections where the exact stopping point is not obvious, to prevent cars from interfering with pedestrians and cross traffic. In urban areas the line is usually placed from three to five feet in advance of the crosswalk. Watch for white stop line when approaching a traffic signal or a stop sign.



OTHER MARKINGS . . . Yellow lines and white diagonal stripes are used to mark fixed obstructions or to channel traffic into different lanes. One example is the transition from a divided four-lane highway to a two-lane road with traffic in both directions. The transition point is marked with solid white diagonal stripes, and solid yellow stripes are used as barrier lines to direct traffic.

CHAPTER FOUR

TRAFFIC LAWS

Traffic laws serve two essential purposes:

- Prevention of accidents.
- Orderly movement of traffic.

They are developed through careful study by traffic engineers, safety experts and legal authorities; and only by strict observance can we expect to travel with a reasonable degree of safety and speed on our crowded, complex streets and highways.

Traffic laws are the rules of the game . . . if you don't play fair you will be penalized, disqualified or ejected. Before this happens, however, you may have killed or injured someone—even yourself!

To obey the traffic laws, drivers must first know and understand them. Chapter Four of this manual is designed for that purpose.

TRAFFIC LAWS APPLY TO EVERYONE

Persons riding bicycles or animals, or driving animal-drawn vehicles must observe the traffic laws, as well as pedestrians and drivers of motor vehicles; and it is a misdemeanor for any person to disregard the law or fail to do something required thereby. Penalties consist of fines ranging from 10 to 500 dollars and/or imprisonment from ten days to six months.

All persons must obey the orders of a police officer who is directing traffic. Any driver who attempts to flee or elude a police officer after having been directed to stop may be punished, upon conviction, by imprisonment from ten days to six months, and by a fine of not less than 50 nor more than 500 dollars. In addition, the operator's or chauffeur's license of such person may be suspended for a period of six months.

Attempting to evade or avoid a traffic sign or signal by leaving the roadway and traveling across private property is prohibited by law.

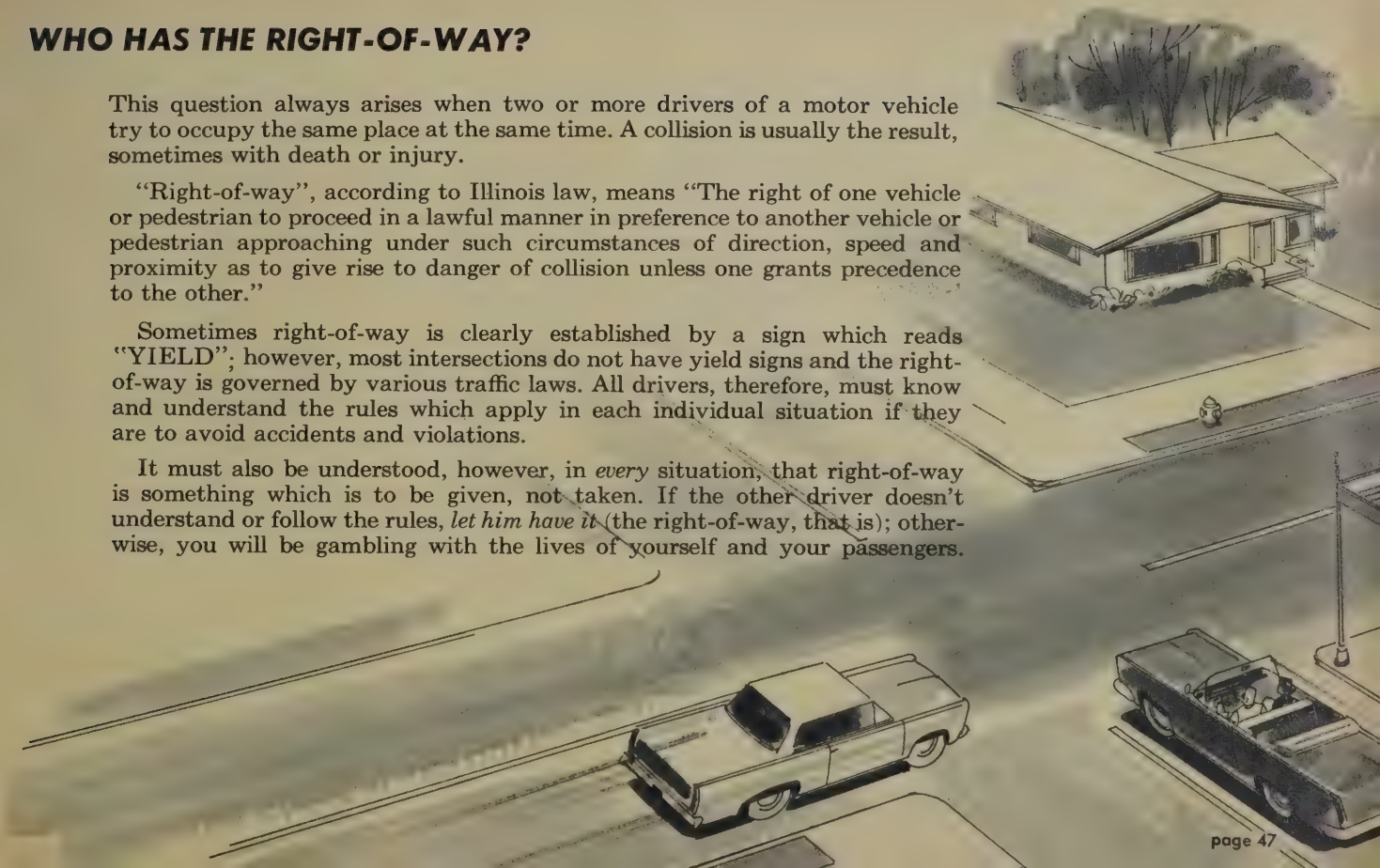
WHO HAS THE RIGHT-OF-WAY?

This question always arises when two or more drivers of a motor vehicle try to occupy the same place at the same time. A collision is usually the result, sometimes with death or injury.

"Right-of-way", according to Illinois law, means "The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other."

Sometimes right-of-way is clearly established by a sign which reads "YIELD"; however, most intersections do not have yield signs and the right-of-way is governed by various traffic laws. All drivers, therefore, must know and understand the rules which apply in each individual situation if they are to avoid accidents and violations.

It must also be understood, however, in *every* situation, that right-of-way is something which is to be given, not taken. If the other driver doesn't understand or follow the rules, *let him have it* (the right-of-way, that is); otherwise, you will be gambling with the lives of yourself and your passengers.



DRIVERS MUST YIELD TO PEDESTRIANS

CROSSWALKS . . . If there are no traffic control signals (walk lights, stop-and-go lights, etc.) drivers must always *slow down or stop* for pedestrians within a marked or unmarked crosswalk.

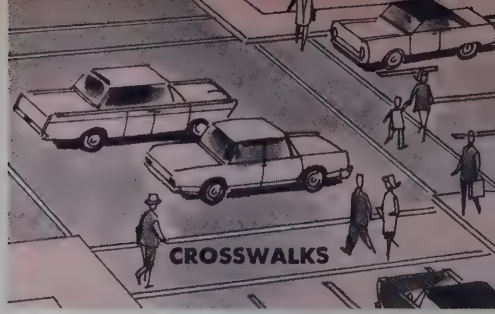
TURNS . . . When making a left or right turn at any intersection, drivers must yield the right-of-way to all pedestrians.

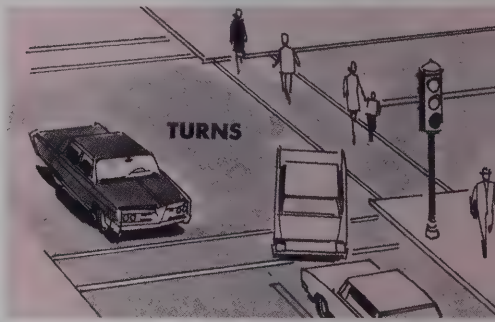
STOP SIGNS . . . After coming to a complete stop, drivers must first yield the right-of-way to pedestrians before proceeding.

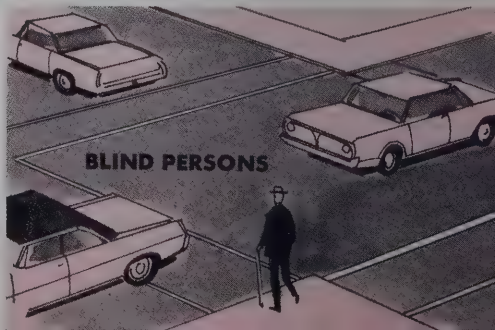
TRAFFIC SIGNALS . . . After the light turns green, drivers must yield to pedestrians who entered the crosswalk before the light changed; and must also yield to persons walking with the green light or a "WALK" signal.

ENTERING . . . When entering a street or highway from an alley or driveway, drivers must stop before crossing the sidewalk and yield the right-of-way to all pedestrians.

BLIND PERSONS . . . Drivers must *always* come to a *complete stop* when approaching a blind person who is crossing a street or highway when such person is carrying a white cane or is being guided by a dog, regardless of any traffic control signs or signals which may be in operation. After stopping a driver must take such precaution as may be necessary before proceeding, in order to avoid injury to the blind person.







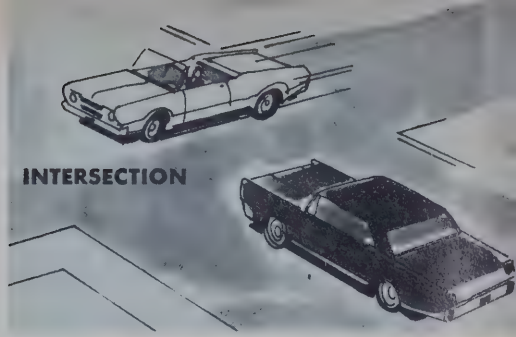
DRIVERS MUST YIELD TO OTHER DRIVERS

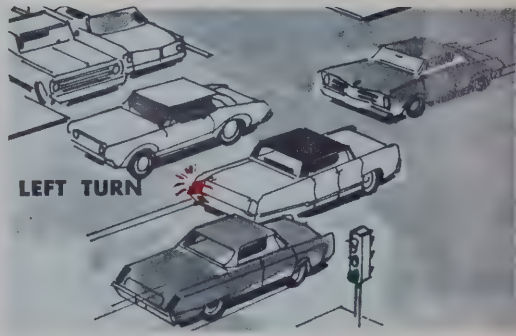
INTERSECTIONS . . . If there are no stop signs or signal lights, a driver approaching an intersection must yield to all other vehicles which have already entered the intersection from another street or highway. When two vehicles on different highways approach this type of intersection at the same time, the driver on the right has the legal right-of-way. Don't try to use this privilege, however, unless you're sure it's safe to do so—maybe the other driver doesn't know the law.

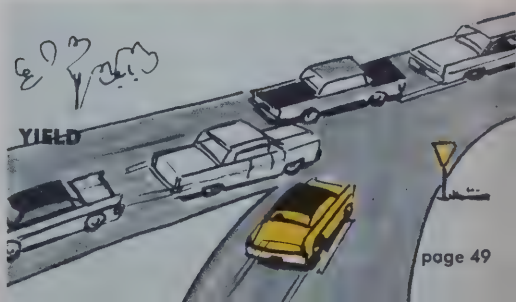
LEFT TURNS . . . A driver who wishes to make a left turn at an intersection, alley or driveway must first yield the right-of-way to all other traffic from the opposite direction. After yielding, he may proceed whenever a safe interval occurs. If he is within an intersection controlled by a signal light he may complete his turn when the light turns red, but if he has not yet entered the intersection he must wait for the next green light.

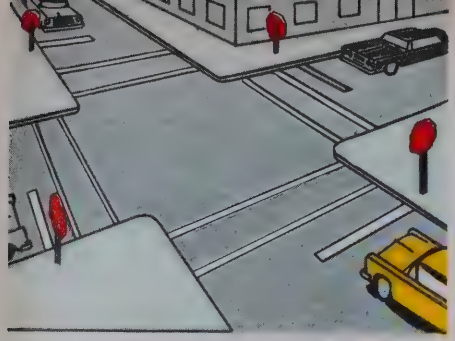
YIELD . . . (See Page 28) When approaching this sign a driver must slow down to a speed reasonable for the existing conditions and stop, if necessary, to yield the right-of-way to other vehicles in the intersection or approaching on another highway so closely as to constitute an immediate hazard. After yielding he may proceed only when a *safe interval* occurs. And this is important—the law provides that interfering with the movement of other traffic or becoming involved in a collision after driving past a "YIELD" sign is prima facie evidence of a violation.

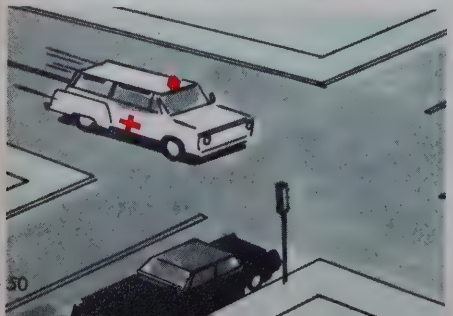
MERGING TRAFFIC . . . (See Page 32) This warning sign requires a driver to adjust speed and position to avoid collision with other vehicles which may be upon the converging roadways (such as an entrance ramp to an expressway).











FOUR-WAY STOPS . . . If more than one driver approaches a four-way stop at approximately the same time the first one to stop should be the first one to proceed—if safe to do so—and the others should take their turns, depending upon the direction in which they wish to go. If two cars reach the intersection at exactly the same time, the driver on the right has the right-of-way.

In all cases, common sense and common courtesy should dictate the order of procedure; however, two things are important to remember:

- Don't delay traffic behind you—take your turn when it comes up.
- Don't try to force your right-of-way if another driver takes your turn. An accident will only make matters worse.

SIGNAL LIGHTS . . . Drivers who are waiting for the green light must not proceed until all cross traffic has cleared the intersection.

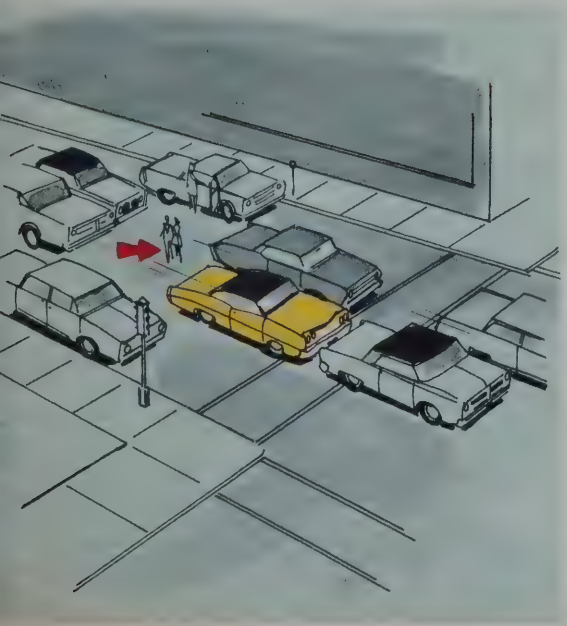
PRIVATE ROAD OR DRIVEWAY . . . When entering a street or highway from a driveway or private road, drivers must yield to all other traffic and they must not enter the roadway until it is safe to do so.

EMERGENCY VEHICLES . . . Drivers must yield the right-of-way to police vehicles which are using sirens or lights (audible or visual signals), and to authorized emergency vehicles which are using both audible and visual signals. The law requires traffic to pull over to the right-hand edge of the highway and stop, if possible, until the emergency vehicle has passed. Intersections must not be blocked.

FUNERAL PROCESSIONS . . . Vehicles in a funeral procession have the right-of-way at intersections when their headlights are lighted. The driver of the leading vehicle must obey stop signs and traffic-control lights, but when the leading vehicle has proceeded across the intersection in accordance with the signal all other vehicles in the procession may follow with caution without stopping. A driver not in a funeral procession may overtake and pass a procession if he can do so without causing a hazard or interfering.

OBEY THE POLICE . . . If a policeman is directing traffic, the right-of-way laws do not apply and drivers must do as the officer tells them.

SOMETIMES PEDESTRIANS MUST YIELD



Whenever a driver parks his car and steps out he becomes a pedestrian, and he is required to obey the traffic laws which apply to people who are walking.

INTERSECTIONS . . . Pedestrians must obey traffic signals and walk lights. When the steady yellow signal appears pedestrians are prohibited from starting to cross the street, unless otherwise directed by a pedestrian-control signal.

CROSSING STREETS AND HIGHWAYS . . . Pedestrians who cross at any place other than a marked or unmarked crosswalk at an intersection must yield the right-of-way to all vehicles on the street or highway.

PEDESTRIAN TUNNELS OR OVERPASSES . . . At any location where a pedestrian tunnel or overhead crossing has been provided, pedestrians must yield the right-of-way to all vehicles upon the roadway.

WALKING OR STANDING ON HIGHWAYS . . . Pedestrians are prohibited from walking upon a roadway if there is an adjacent sidewalk. If there is no sidewalk, they must walk upon the left side of the pavement or shoulder; and they must step off the pavement when a vehicle approaches.

HITCHHIKING . . . Pedestrians are prohibited by law from soliciting rides while standing on any part of the roadway.

INTOXICATED PEDESTRIANS . . . It is unlawful for any pedestrian who is under the influence of intoxicating liquor to be upon any highway in Illinois.

REGARDLESS of any provisions which may require pedestrians to yield the right-of-way to automobiles, the law still requires drivers to exercise due care and take proper precautions to avoid striking any person upon a street or roadway. Such care is especially necessary when approaching a child, an elderly person or a pedestrian who appears to be confused.

PASSING AND LANE USAGE

There are certain rules and regulations which govern the use of highway lanes. You must know and understand them to avoid accidents.

PASSING IS PROHIBITED ON A TWO-LANE HIGHWAY . . .

- In a no-passing area marked by a yellow stripe or a "DO NOT PASS" sign.
- On a hill or a curve where a vehicle approaching from the opposite direction might create a hazard.
- Within 100 ft. of an intersection or railroad crossing.

PASSING ON A TWO-LANE HIGHWAY is also prohibited unless the left lane is clearly visible and free of oncoming traffic for a sufficient distance to permit passing without interfering with the safe operation of any other vehicle. After overtaking and passing, a driver must return to the right lane as soon as practicable before coming within 200 feet of any vehicle approaching from the opposite direction. This simply means *. . . don't start to go around another car unless you have plenty of time and plenty of room to get back on your own side of the road.*

DRIVING OFF THE PAVEMENT or the main traveled part of the roadway is prohibited when overtaking and passing another vehicle on the left.

MOTORCYCLE DRIVERS are prohibited from passing between two other vehicles going in the same direction unless there is an unobstructed lane of traffic available to permit such passing safely; and they are also prohibited from passing on the right unless there is at least an eight foot width of unobstructed pavement to the right of the vehicle being passed.

PASSING ON THE RIGHT is permitted . . .

- On a two-lane highway, when the vehicle being overtaken is making or about to make a left turn.

- Upon a one-way street or upon a street or highway with two or more unobstructed lanes in each direction.

Passing on the shoulder is prohibited at all times.

The driver of a vehicle which is being overtaken and passed on the left must permit the other vehicle to pass when the horn is sounded, *and must not increase speed* until he has been completely passed by the overtaking vehicle.

It is unlawful to pass any vehicle which has stopped at a crosswalk or intersection to permit a pedestrian to cross the road or street.

DRIVING ON THE RIGHT SIDE

On a two-lane highway with two-way traffic you must never drive to the left side of the roadway across the center line . . .

- Within 100 ft. of an intersection or railroad crossing.

- On a hill or curve when the view ahead is unclear or obstructed.

- When prohibited by highway signs or pavement markings.

- When a yellow stripe is on your side of the center line, except to make a left turn into a driveway or entrance.

DRIVING ON THE LEFT HALF OF THE ROADWAY IS PERMITTED . . .

- When overtaking and passing another vehicle where passing is permitted.

- When an obstruction makes it necessary to drive to the left of the center line, but only after yielding the right-of-way to all other vehicles traveling in their proper lanes on the unobstructed part of the highway.

- Upon a roadway designed and posted for one-way traffic.

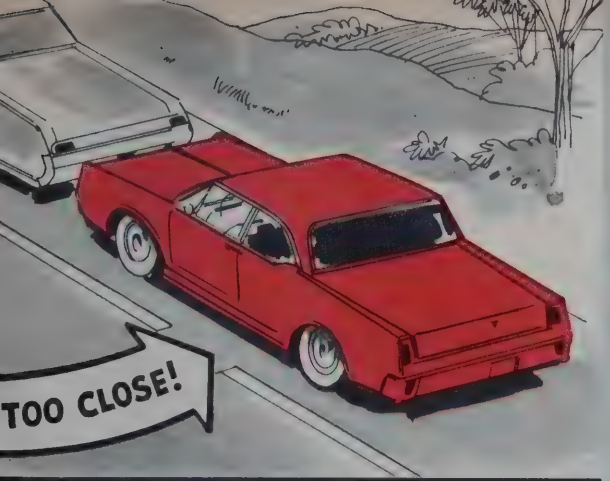
LANE USAGE

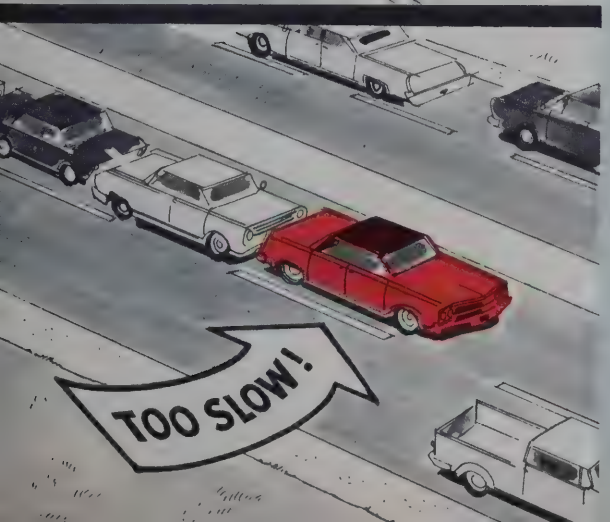
SLOW VEHICLES . . . When there are two or more lanes for traffic in the same direction, slower vehicles must use the right-hand lane except when passing or making a left turn. This means any vehicle moving slower than the normal, average traffic speed at that particular time and place.

WEAVING . . . Whenever there are two or more clearly marked lanes for traffic, drivers must stay within a single lane as much as practical; and movement from one lane to another must not be made unless it can be done safely. It is unlawful to weave from one lane to another in an attempt to move faster than the traffic flow. It is also unsafe. *Never change lanes without first indicating your intentions by the turn signal*, as required by law.

ONE-WAY . . . Under no circumstances may a vehicle be driven contrary to the direction posted on a one-way street or highway.

MEDIAN STRIP . . . It is unlawful to drive across an unpaved strip, dividing section or barrier which separates two roadways, except at an authorized opening or crossover.





FOLLOWING TOO CLOSELY . . . Most rear-end collisions are caused by following too closely. The law requires a driver to show due regard for the speed of the traffic and the condition of the highway, and to allow such space as may be considered reasonable and prudent. One car length for each 10 miles per hour is often used as a guide, *on dry pavement when visibility is good.* Another good method is to watch the car ahead of you when it passes some definite spot, such as a telephone pole. Then count "one-thousand-one, one-thousand-two". . . if you pass the same spot before you are through counting you are following too closely.

TRUCKS, BUSES AND VEHICLES PULLING TRAILERS are required to stay at least 300 feet behind other vehicles of the same kind, except when passing.

CARAVANS OR MOTORCADES, except funeral processions, must allow sufficient space between units to permit other vehicles to enter safely.

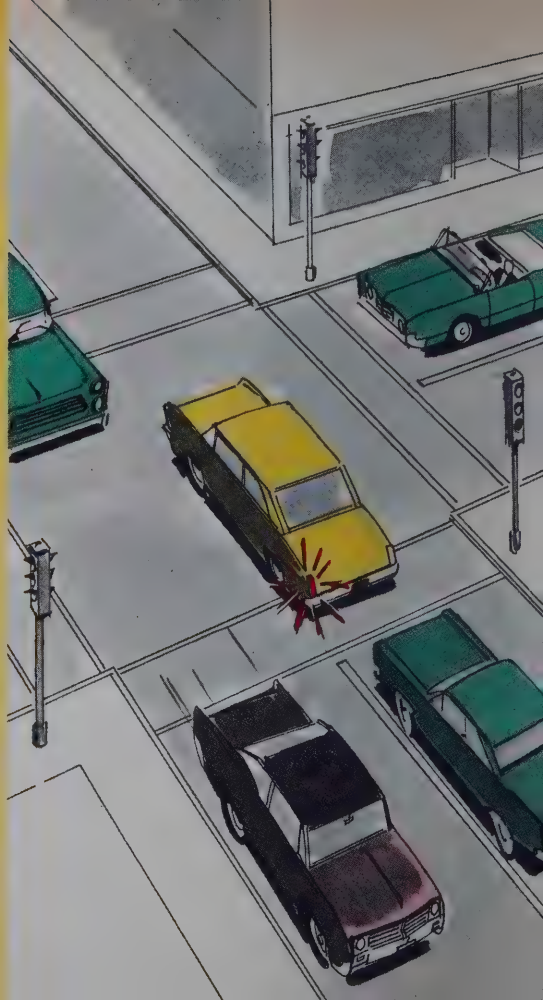
CONTROLLED-ACCESS ROADWAYS . . . Drivers are prohibited from entering or leaving any controlled-access roadway except at authorized entrance or exit roads. Certain types of vehicles may be prohibited on controlled-access roadways if signs are posted to this effect, and it is unlawful for drivers to disobey such signs.

TURNS AND SIGNALS

Turning movements of motor vehicles are strictly regulated by law, and drivers must not make them whenever and however they may wish to do so. It is important, therefore, to know and understand the rules. Violations cause collisions.

To turn safely and obey the traffic laws, you must . . .

- **1.** *Make up your mind* before you get to the turning point. Last minute decisions may cause accidents.
- **2.** Move into the proper lane as soon as possible. The faster traffic is moving, the sooner you should do this.
- **3.** Look behind and to both sides to see where other vehicles may be before you change lanes. *Illinois law requires that a turn signal must be given before changing lanes.*
- **4.** In a business or residence district you must give a continuous turn signal for at least 100 feet before turning, and in other districts or areas the signal must be given at least 200 feet in advance.
- **5.** Slow down to a reasonable turning speed.

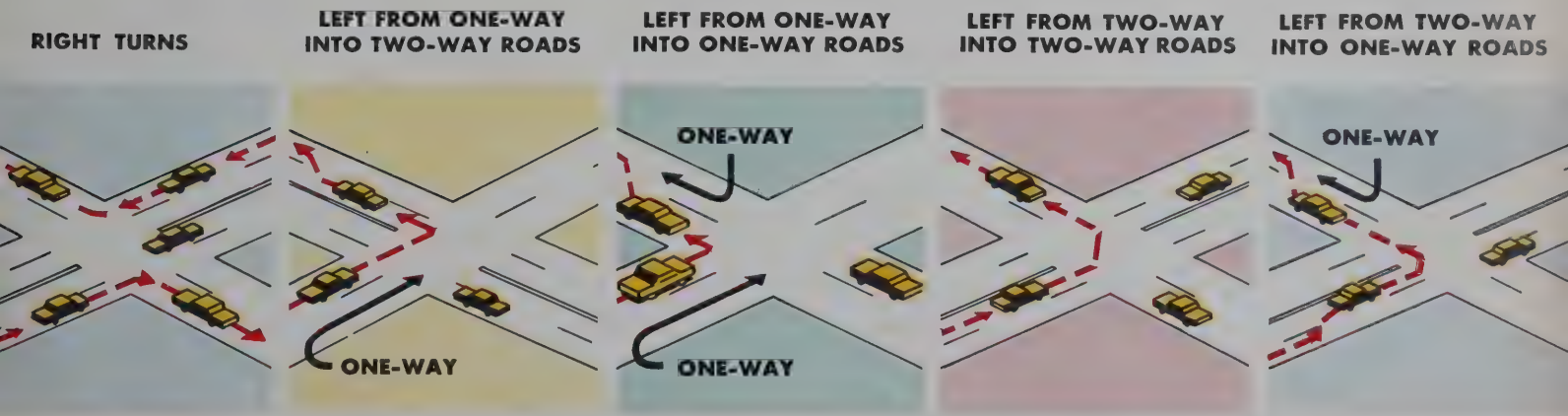


6. Make the turn correctly. This will be easy if you are in the proper lane and proceeding slowly enough at the time you begin to turn.

7. Finish your turn in the proper lane.

RIGHT TURNS . . . Give the proper signal at the proper time and approach the intersection in the right-hand lane, staying close to the curb. Make the turn in such a way as to end up in the right-hand lane of the street into which you turned. *Do not make a wide swing into another lane of traffic.*

LEFT TURNS ON TWO-WAY STREETS OR HIGHWAYS . . . Get into the lane nearest the center of the road before you reach the intersection. Stay to the right of the center line as you enter the intersection and complete the turn to the right of the center line of the road into which you are turning. When making a left turn you must *yield the right-of-way* to any vehicle approaching from the opposite direction which is close enough to constitute an immediate hazard. This regulation also applies when turning left into an alley, private road, driveway or parking area.

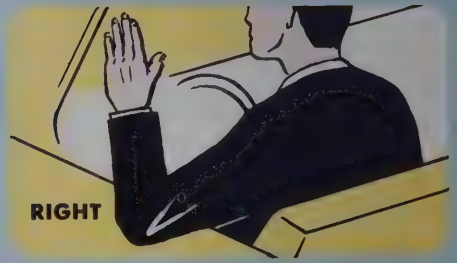


TURNING LEFT FROM ONE-WAY INTO TWO-WAY ROADS . . . After giving the proper signal, approach the intersection in the left-hand lane. After entering the intersection, turn into the lane closest and to the right of the center line of the road you are entering.

TURNING LEFT FROM ONE-WAY INTO ONE-WAY ROADS . . . Get into the left lane, give signal and turn into the *left* lane of the roadway which you are entering.

TURNING LEFT FROM TWO-WAY INTO ONE-WAY ROADS . . . Approach the intersection in the lane next to the center line, give signal and turn into the *left* lane of the roadway which you are entering.

NO U TURNS . . . Turning around is prohibited on curves and hills unless there is clear visibility for at least 500 feet in each direction. U turns may also be prohibited in local areas by city ordinance, and no signs are required to warn drivers.



SIGNALS FOR TURNING AND STOPPING

There are two things which a driver must do before turning, changing lanes or starting from a parked parallel position . . .

- Determine if it can be done safely. If not, don't do it.
- Give the proper signal at the proper time.

A TURN SIGNAL, when required, must be given continuously for at least 100 feet in advance in a business or residence district, and for at least 200 feet in other areas.

WHEN STOPPING or slowing down suddenly the proper signal must be given if there is another vehicle close to the rear.

TWO METHODS of signaling are provided for passenger cars . . .

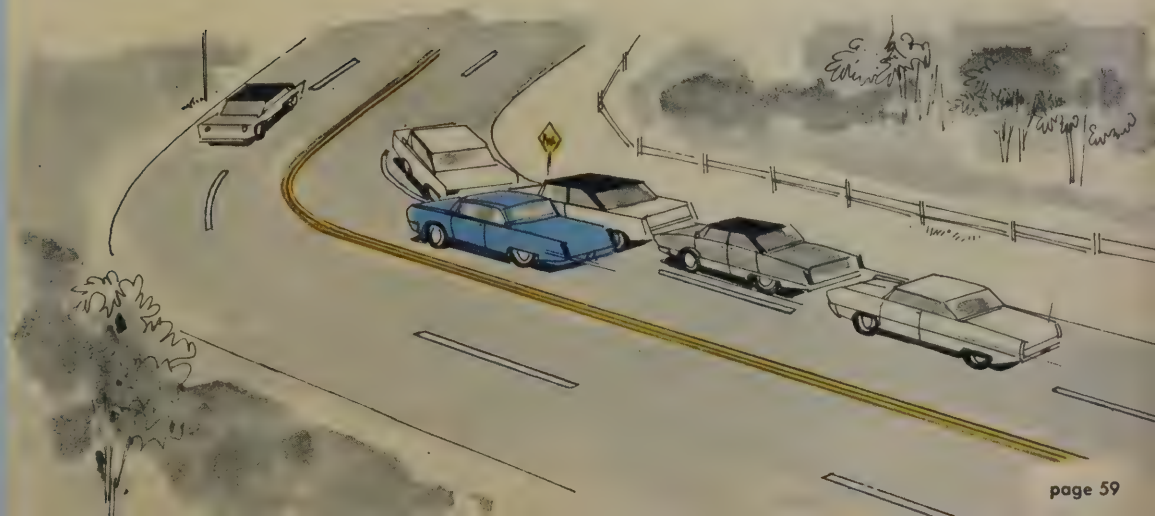
- Hand and arm—see illustrations.
- Electrical turn signals.

The flashing of electric turn signals as a courtesy or "do-pass" indication to other drivers in the rear is prohibited by law. Also prohibited is the flashing of turn signals on a parked or disabled vehicle.

SPEED RESTRICTIONS

Unless otherwise posted, maximum legal limits outside urban districts are

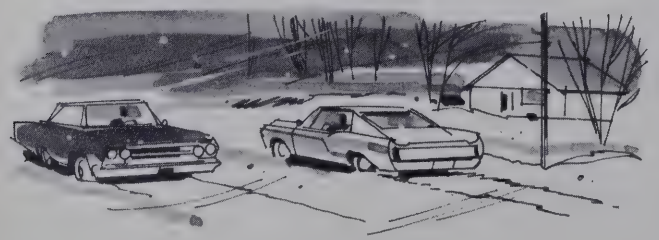
Automobiles and motorcycles	65 mph
Trucks and buses under 8,000 lbs. gross	65 mph
House cars and campers	55 mph
Buses, multiple-lane divided highways	65 mph
all other highways	60 mph
Trucks over 8,000 lbs. gross	50 mph
One vehicle towing another	55 mph



SPEED is a major factor in many motor vehicle accidents. Although excess speed itself may not be the primary cause; when it is coupled with other violations, mechanical failure or errors in judgment, it becomes the added ingredient which turns a minor mishap into a tragedy.

Illinois law establishes *absolute maximum speed limits* for various types of vehicles in urban and rural areas. The law also provides for the posting of minimum speed limits. When specific minimum limits are not posted, drivers are prohibited from traveling at such a slow speed as to impede or block the normal movement of traffic.

THIRTY MILES PER HOUR is the maximum legal limit for any vehicle on any street or roadway within an urban district, unless signs are posted with other limits. The maximum legal speed in alleys is 15 miles per hour. Urban districts are defined as, "the territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more."



MAXIMUM SPEED is permissible only under safe conditions. Regardless of the limits which may be posted, the law also provides that no person shall drive at a speed which is greater than is reasonable and proper with regard to traffic conditions and the use of the highway, or which endangers the safety of any person or property. Watch for the posted speed limits, and *slow down* when conditions so require.

THE LAW ALSO PROVIDES that speed must be decreased when . . .

- Approaching and crossing an intersection.
- Approaching and going around a curve.
- Approaching the top of a hill.
- Traveling upon a narrow or winding roadway.
- Hazards exist because of weather or road conditions, pedestrians or traffic.
- It is necessary for the purpose of avoiding a collision with pedestrians or other vehicles.

SCHOOL ZONE SPEED LIMITS

Twenty miles per hour is the limit on any street or highway while passing through a school zone, or in any area where children are crossing to and from school. This limit need not be observed unless signs are posted.

SLOW-MOVING VEHICLES

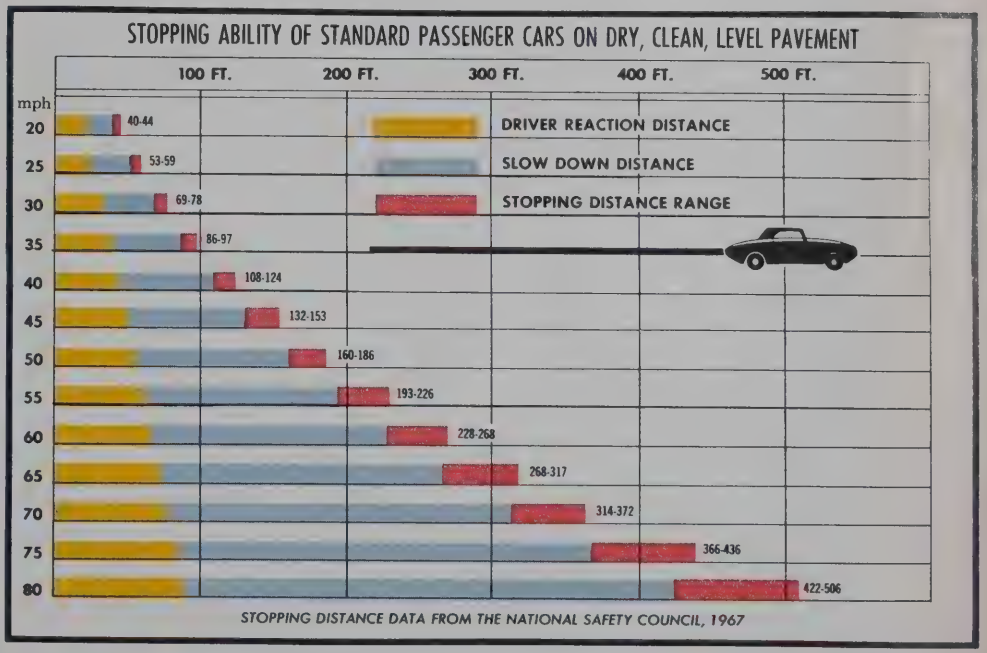
When traveling less than 20 miles per hour, farm vehicles and road tractors must display a red flag, at least 12 inches square, mounted from 10 to 12 ft. above the ground; or a flashing amber signal lamp which is visible to the rear for at least 500 ft. in normal sunlight and is mounted as high as practicable. During periods when lighted lamps are required, the flashing amber signal must be displayed.

THE SAFEST SPEED at which to travel is the average speed at which other traffic is moving. Research studies have shown that the hazard becomes greater as the difference increases *above* or *below* the average; that is, slow drivers are as likely to become involved in accidents as speeders. If most of the cars are traveling between 65 and 70 miles per hour, you are least likely to have an accident if you stay within that speed range.

STOPPING DISTANCE

How quickly can you stop your car? This is a most important consideration in determining a safe driving speed at any certain time and place; and this is a question which should be answered *before* an emergency occurs. It won't help much to find out the hard way.

The chart illustrated below may be used *only as a guide*. Stopping distances depend upon many factors.



- Mental and physical reaction time of the driver. You have to hit the brake before the car will stop.

- Type and condition of the pavement. There is a world of difference between rough, dry concrete and wet, slippery brick or asphalt.

- Kind of tires and tread composition. The more rubber on the road, the more traction you will have. Large, wide tires with deep tread will stop a car faster than small, narrow ones with a worn tread. A hard composition lasts longer, but a soft tread has more traction.

- Chassis design, weight distribution, suspension and shock absorbers.

- Type of brakes, condition of brakes and brake balance. In a panic or emergency situation you can be in serious trouble if one or more of the brakes lock up the wheels before the others fully take hold.

- Wind direction and velocity. Drivers may not realize the difference that a strong head wind or tail wind can make when trying to stop suddenly at high speed.

Since there are so many things to consider, how can anyone determine how quickly his own automobile can be stopped? There is only one answer . . . testing at various speeds and under various conditions. Take it easy on the first try, and make sure you're in a safe place to experiment. This is the only sure way to learn how far it takes *you* to stop *your* car.

DRINKING, DRAG RACING AND RECKLESS DRIVING

Illinois law prohibits any person who is under the influence of intoxicating liquor, or any other drug which renders him incapable of safe driving, from driving any kind of a vehicle or from being in physical control of any vehicle. Penalties are severe—fines up to $1,000, jail sentences up to one year and mandatory revocation of driving privileges.

A chemical analysis showing 0.10% or more of blood-alcohol by weight is presumptive evidence that the person from whom the sample was taken was under the influence of intoxicating liquor.

All persons are prohibited from transporting, carrying, possessing or having any alcoholic liquor in or upon or about any motor vehicle except in the original package and with the seal unbroken. The penalty is a fine of not less than $25 nor more than $50.

DRAG RACING is defined by law as "the act of 2 or more individuals competing or racing on any street or highway in this State in a situation in which one of the motor vehicles is beside or to the rear of a motor vehicle operated by a competing driver and the one driver attempts to prevent the competing driver from passing or overtaking him, either by acceleration or maneuver, or one or more individuals competing in a race against time on any street or highway in this State."

Penalties range from 5 to 90 days imprisonment and a fine of $50 to $500 for the first offense, or both; and they are doubled on second and subsequent convictions. Revocation of driving privileges will also result.

RECKLESS DRIVING is defined as driving with "willful or wanton disregard for the safety of persons and property." The maximum penalty upon first conviction is imprisonment for 90 days and a $500 fine. Three violations within 12 months will result in driver license revocation.

SPECIAL STOPS

Red lights, stop signs and stop lines tell drivers *when* and *where* to stop, but there are also other situations under which stopping is required.

SCHOOL BUSES . . . You must *always* stop before reaching a school bus which has stopped to load or unload passengers. Warning will be given at least 100 feet in advance by the flashing red lights on the front and rear of the bus (200 feet in rural areas).

Stopping is required when overtaking or meeting a school bus *from either direction*, except where highways are separated in the center by median strips. It is not necessary to stop for a school bus on a controlled-access highway if the bus is in a loading zone at a place where pedestrians are not permitted to cross.

After stopping, you may proceed if the bus driver signals you to do so or if the flashing lights are turned off.

RAILROAD CROSSINGS

Drivers must always stop within 10 to 50 ft. of a railroad crossing when . . .

- The signal is flashing.
- The crossing gate is lowered.
- A flagman is giving a signal to stop.
- A train is approaching so closely as to create an immediate hazard.

After stopping you must remain standing until all tracks have been cleared and it is safe to proceed. Certain types of vehicles and cargos must stop at all railroad crossings, regardless of whether a train is approaching . . . see Page 68.

ALLEYS AND DRIVEWAYS

Drivers coming out of an alley or driveway must stop before crossing a sidewalk area, and must yield the right-of-way to pedestrians and other vehicles before entering the street or roadway.

MISCELLANEOUS LAWS

BACKING UP is prohibited upon any controlled-access highway. It is also prohibited at any other place unless it can be done safely and without interfering with other vehicles.

OPENING THE DOORS of a vehicle is prohibited on the side on which traffic is moving, unless it is safe to do so and unless it can be done without interfering with the movement of other traffic.

IF A VEHICLE IS OVERLOADED with passengers or freight so as to obstruct the view of the driver or interfere with the mechanical operation, it cannot legally be driven. Passengers must not ride in such a position as to interfere with the driver's view or his control of the vehicle.

NO OBJECTS MAY BE PLACED on or suspended from any part of the inside of a motor vehicle except religious or lodge statues not exceeding 6 inches in height and wearing apparel suspended behind the driver and not obstructing the driver's view.

RIDING IN A HOUSE TRAILER is prohibited while it is being moved upon a street or highway.

PUSHING ANOTHER VEHICLE is unlawful under any circumstances on any highway, except in an extreme emergency and then the vehicle shall not be pushed farther than is reasonably necessary to remove it from the roadway or from the immediate hazard that exists.

FOLLOWING FIRE-FIGHTING VEHICLES, parking at the scene of a fire or crossing a fire hose is prohibited.

FARM TRACTORS must not be operated on highways unless they are being used in connection with farming operations.

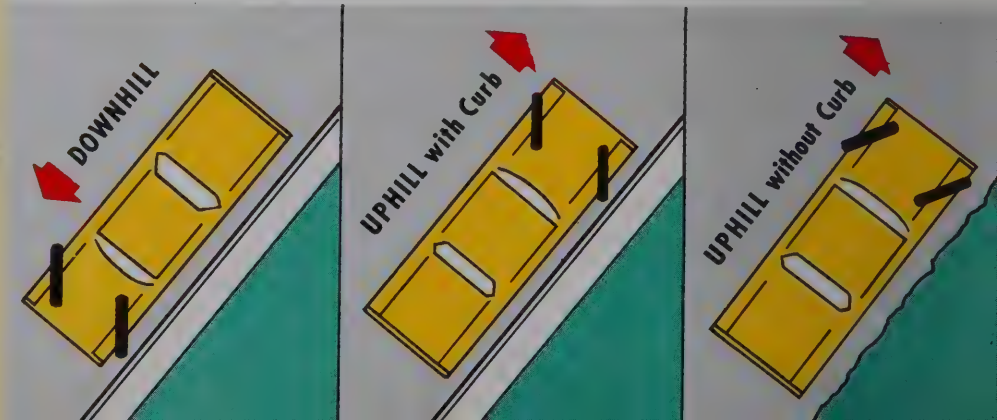
STOPPING AND PARKING

Traffic laws also regulate the stopping and parking of vehicles.

FIRST OF ALL . . . after you park—you must stop the engine, lock the ignition switch and remove the key.

IF YOU PARK ON A HILL you must turn the front wheels to the curb (see illustration). Then you must set the emergency or parking brake.

WHEN PARKING ON STREETS with two-way traffic, unless angle parking is permitted by local ordinance, you must stop in a position in which the right-hand wheels are parallel to and within 12 inches of the curb. On a one-way street or roadway vehicles must be parked in the direction in which traffic is moving, within 12 inches of the right or left curb.



PARKING IS PROHIBITED . . .

- On a sidewalk.
- In front of a driveway.
- Within an intersection.
- Within 15 ft. of a fire hydrant.
- On a crosswalk.
- Within 20 ft. of a crosswalk at any intersection.
- Within 30 ft. of a stop sign or traffic-control signal.
- At a safety zone.
- Within 50 ft. of a railroad crossing.
- Within 20 ft. of a fire station driveway.
- On the street side of a parked vehicle.
- Upon a bridge or overpass, or within a tunnel.
- By the side of a street obstruction, if such parking interferes with the movement of traffic.
- At a no-parking sign.

OUTSIDE OF BUSINESS OR RESIDENTIAL DISTRICTS parking is prohibited upon the paved or mainly traveled part of a highway. If it is impossible to pull off the highway, a vehicle may be stopped or parked if there is a clear view for a distance of 200 feet in each direction, and if there is sufficient space for other vehicles to pass. Do not stop on the roadway at a curve or hill.

Unattended vehicles which have been left upon a rural highway for 24 hours or more may be removed by police officers to the nearest garage or other place of safety, at the expense of the owner. One door of a disabled, unattended vehicle must be left unlocked if the driver was unable to pull off the roadway.

BETWEEN SUNSET AND SUNRISE parked vehicles must display lights on front and rear, unless they are within an urban district where lights are not required. Lighted headlights on parked vehicles must be dimmed.

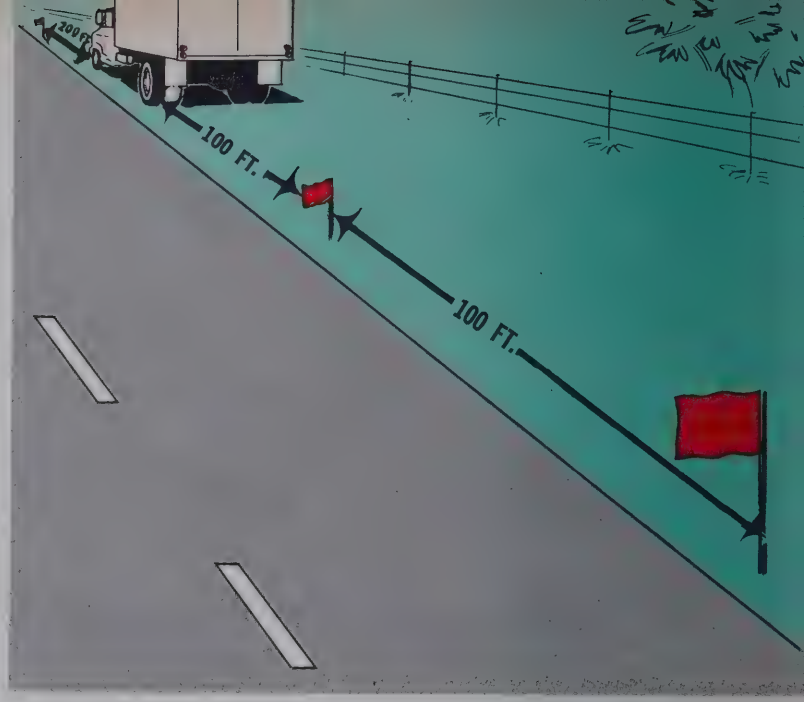
TRUCKS, TRAILERS, BUSES AND TAXIS

In addition to the laws which govern all traffic generally, there are certain regulations which apply to specific types of vehicles.

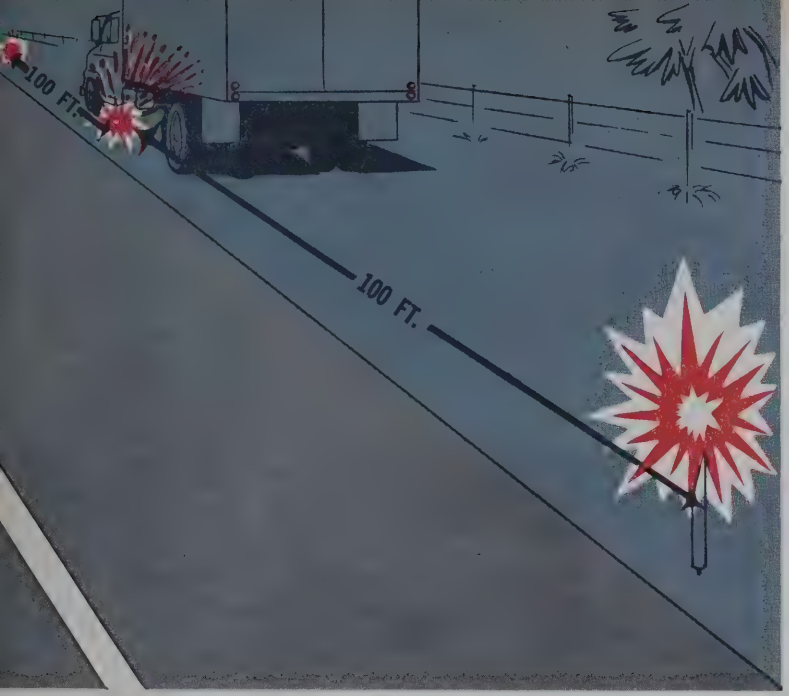
RAILROAD CROSSINGS . . . If there is no traffic signal or police officer directing traffic to proceed, these vehicles must stop within 10 to 50 feet of a railroad crossing:

- School buses carrying children.
- Vehicles carrying passengers for hire.
- Vehicles carrying liquid petroleum or liquid petroleum products; flammable or oxidizing liquids or solids; flammable or poisonous compressed gases; volatile liquids or solids which emit poisonous fumes; corrosive liquids and radioactive materials.

After stopping, the driver is required to look and listen for approaching trains and he must not cross the track until he can do so safely.



LIGHTING . . . Every second division vehicle or combination of vehicles which is more than 25 feet in length or 80 inches in width must display clearance, identification and side marker lights while it is being operated, outside the limits of cities, villages or towns, between sunset and sunrise. Required lighting equipment is specified in Chapter Two.



DISABLED VEHICLES—FLAGS AND FLARES . . . Whenever a second division vehicle is disabled outside of a business or residence district and cannot be immediately moved from the main traveled part of the highway, the driver must set flags or flares as prescribed by law. No open burning flares may be placed close to a vehicle which carries a flammable cargo—use red signals or reflectors.

- Between sunrise and sunset—one red flag 200 feet in front of the vehicle; one 100 feet to the rear and one 200 feet to the rear.
- Between sunset and sunrise—one flare, lantern or signal placed 100 feet in front of the vehicle, one 100 feet to the rear and one upon the roadway side of the vehicle.

SAFETY TEST . . . Second division vehicles, except those specifically exempted, must secure a certificate of safety from the State Highway Police before being operated on Illinois highways. Safety inspections are required twice annually, and may be obtained at garages or service stations licensed by the Department of Public Safety.

SPECIAL SPEED AND WEIGHT RESTRICTIONS . . . When signs are posted, no vehicle may be driven over a bridge or elevated structure if the weight exceeds the posted limit; and no vehicle may be driven at a speed greater than that posted.

BOAT TRAILERS or semi-trailers with a gross weight of 1,500 lbs. or more must have brakes on all wheels, with automatic breakaway application.

PROTRUDING EQUIPMENT or components on vehicles must be fastened to prevent shifting or bouncing.

SIZE, WEIGHT AND LOAD—MAXIMUM LIMITS.

WIDTH

Trucks and trailers—8 feet, including load, except loose farm products.

Buses—8 feet. Nine feet permitted within Cook County, and 8 feet 8 inches permitted on certain highways.

HEIGHT

13 feet 6 inches from underside of tire to top, including load.

LENGTH

Single vehicle, including load—42 feet.

Truck-tractor and semi-trailer, including load—55 feet.

Motor vehicle transport combination—65 feet (on 4 lane).

Combination of vehicles—60 feet.

Truck-tractor and semi-trailer drawing one trailer, or tractor with stinger-steered semi-trailer—65 feet.

WEIGHT

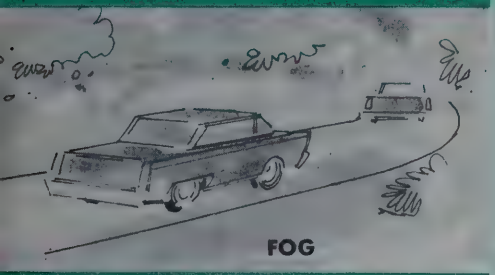
18,000 lbs. on any one axle, and not to exceed 73,280 lbs. on 5-axle combinations 44 feet in length or over. 16,000 lbs. is the limit on some highways. Cities over 50,000 may permit 33½% overloads on two-axle vehicles, up to a maximum gross of 40,000 lbs., for operation within the city limits only.

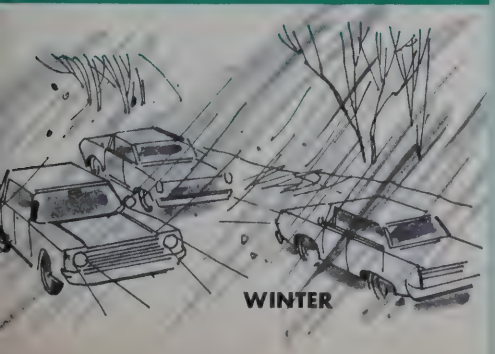
Maximum permissible vehicle weights are also determined by the number and placement of axles . . . consult page 13 for detailed information.

EXCESS SIZE AND WEIGHT . . . Vehicles and loads which exceed the legal limitations may be moved for limited distances, under certain circumstances, if a special permit is issued by the Illinois Division of Highways.

TOWED VEHICLES . . . Outside a business, residential or suburban district, or on any controlled-access highway, no vehicle other than a pole trailer or a semi-trailer which is being towed by a truck-tractor by means of a fifth wheel shall be towed on a roadway except by a drawbar; and in addition, it must be coupled with two safety chains or cables to the towing vehicle. The chains or cables must be of sufficient strength to prevent the towed vehicle parting from the drawing vehicle in case the drawbar should break or become disengaged.

SPILLING LOADS . . . No vehicle may be operated upon a street or highway unless it is constructed and loaded in a manner to prevent any of the load from dropping, spilling or leaking. No loaded vehicle may be operated unless the load and covering are securely fastened.





CHAPTER FIVE

SAFETY RULES

Every type of driving situation cannot be governed by a specific traffic law; there are, therefore, some general rules for safe driving which should be understood and followed.

NIGHT DRIVING. Night driving presents special problems. Persons, vehicles and other objects appear differently than in the daytime. The glare of oncoming headlights may reduce your effective vision to near zero. Unfamiliar roads or unexpected situations become doubly dangerous at night.

There are certain precautions which you must take in order to stay out of nighttime accidents. First of all, make certain your headlights are aimed correctly and functioning properly. Have them checked at regular intervals. Keep the glass clean. Remember . . . headlights must be dimmed at least 500 feet before meeting and 300 feet before overtaking another vehicle.

Don't overdrive your headlights. This means that you should hold your speed within the limits of the range at which you can see the pavement ahead clearly enough to provide ample time for an emergency stop. Maximum safe speed will vary on different types of roads. For safety's sake, slow down when meeting another vehicle or when approaching a curve. Use the white stripe at the edge of the pavement as a guide line. If there is no stripe, note the position of the center line.

Take proper precautions *to stay wide awake.* Dozing or a state of semi-consciousness is more likely to occur at night, and it is much more dangerous than in the daytime. Watch carefully for highway signs—they are harder to see at night.

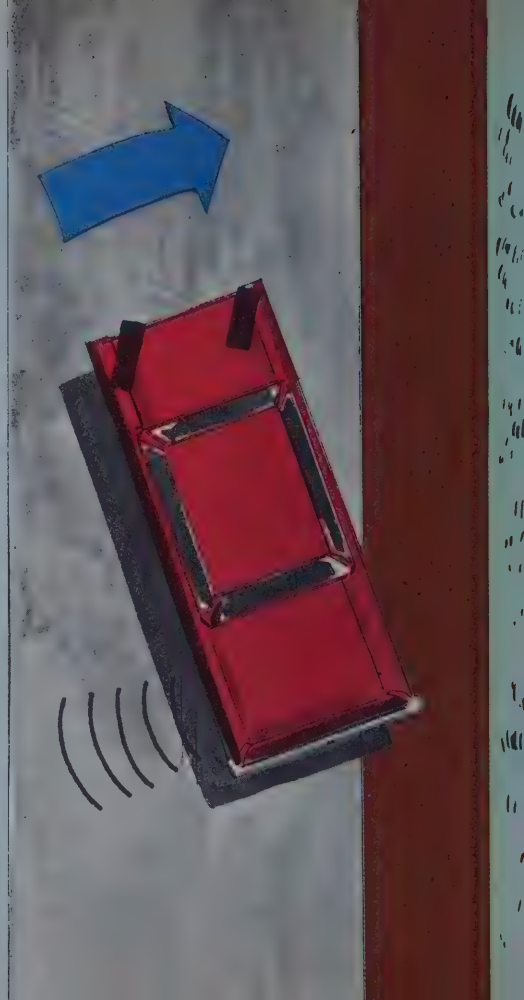
FOG. The best rule for fog is to *stay off the road;* however, circumstances sometimes make it necessary to travel. There are some things which you can do to help stay out of accidents. First, *reduce your normal driving speed* . . . reduce speed still more when you see the headlights of an approaching car or when a red taillight comes into view. The car with the taillight may be stopped on the road, or just barely moving; and the headlights may be on a vehicle which is being driven down the center of the pavement. Be prepared for an emergency stop, and keep within the limits of your vision. If the fog becomes so dense that you can hardly see, cautiously pull off the pavement and stop. Don't creep along at 5 or 10 miles an hour . . . another driver may crash into you. You will probably be able to see more clearly if your headlights are dimmed, and certain types of fog lights are helpful.

SKIDDING. An automobile skids when its tires lose their grip on the road surface. When this happens, the power which the engine transmits to the wheels is lost and the action of the brakes to retard motion is also ineffective.

In a skidding situation, your only recourse is to maneuver the vehicle in such a manner as to enable you to regain control. There are two things which you must remember . . .

Don't jam on the brakes.
Turn the front wheels in the direction of the skid.

When the car first starts to slide, do not remove your foot suddenly from the accelerator. This has a braking effect. As you start to regain control you may safely slow the vehicle by intermittently (and very gently) applying the brakes. Many experienced drivers favor using accelerator and brake pedals at the the same time . . . but take it easy on the brake!



The most sensible precaution you can take to avoid skidding is to reduce speed when approaching possible danger spots, and be prepared to take corrective action.

RUNNING OFF THE PAVEMENT. Accidents which are caused by this error are often disastrous. The proper precaution is, of course, to pay attention to your driving; however, if you should run off (or if you are forced off) there are certain things you can do which may save your life.

Don't panic. Don't hit the brake pedal suddenly and hard. Grip the steering wheel tightly and be prepared to withstand sudden shocks. Take your foot off the accelerator. Use your brakes carefully. Most important of all . . . *don't try to swing back onto the pavement.* Wait until speed has been reduced, check the traffic behind you, look for a place where the drop-off is not excessive, then cut your wheels sharply and steer back onto the pavement.

WINTER DRIVING. Most drivers realize that winter creates additional hazards for automobiles, but many of them don't know what to do about it. Here are a few simple precautions which you should follow.

1. Equip your car with chains or snow tires. Chains are by far the most effective, and they should be used where ice and snow remain on the roadway. One word of caution . . . neither chains or snow tires will permit you to drive on slick pavement at normal speeds, so don't let yourself get a false feeling of security.

2. Maintain a safe interval. You must increase the distance from the car ahead of you according to the condition of the pavement. Many needless rear-end collisions occur on icy streets because drivers forget to leave stopping space. *Snow tires will slide on ice or packed snow.* To keep safe you must keep your distance.

3. Reduce speed to correspond with conditions. There is no such thing as a "safe" speed range at which you may drive on snow or ice. You must be extremely cautious until you are able to determine how much traction you can expect from your tires. Every city block and every mile of highway may be different, depending upon sun or shade and the surface of the roadway.

4. Keep windows clear. Remove snow and ice before you drive, even if you're just going to the corner drug store. Make certain the windshield wipers and defroster are working properly.

5. Watch for danger spots ahead. There may be ice on bridges when the rest of the pavement is clear. Snow melts more slowly in shady areas. Take precautions when approaching turns.

6. Get the feel of the roadway. Start out very slowly. It is both futile and foolish to burn the rubber off your tires by spinning the wheels. Test your brakes gently after the car is in motion, to determine how much traction you will have. Start slowing down *before* you come to a turn.

CONCENTRATION is one of the most important elements of safe driving. The driver's seat is no place for daydreaming, mental napping, window shopping, scenic viewing or distracting conversation. Driving an automobile is a full-time job. There have been too many accidents after which the driver said (if he survived) "I don't know what happened."

CHAPTER SIX

EXPRESSWAY DRIVING

Within the past few years many thousands of miles of "superhighways" have been constructed throughout the United States . . . fast, multiple-lane, controlled-access roads upon which you may drive for long distances without interruption, with minimum fatigue and maximum safety. In various areas they are known as tollroads, throughways, turnpikes, freeways and expressways. Some of them are free and some require a toll, but they all have one thing in common . . . if you know how to use them properly you can get to where you are going sooner and you have a better chance of getting there alive.

EXPRESSWAYS HAVE CERTAIN DISTINCTIVE FEATURES

INTERCHANGE. An intersection of two highways at different levels (over and under), with connecting roads for the transfer of traffic from one highway to the other. This design feature enables vehicles to cross, enter or leave either highway without interfering with other vehicles.

ENTRANCE RAMP. A short, one-way road designed for bringing vehicles onto a controlled-access highway. It is usually posted with the maximum safe speed.

EXIT RAMP. A short, one-way road leading from a controlled-access highway to another roadway.

SPEED-CHANGE LANES. Auxiliary lanes running along the expressway for a short distance, usually in connection with entrance or exit ramps. They are designed for the acceleration and deceleration of vehicles entering or leaving the high-speed, through-traffic lanes.

SERVICE AREA. A roadside stopping place on the tollway system, with entrance and exit ramps, where you may buy gasoline, food and other items.

REST AREA. A reserved, protected place at the side of the road, designed for travelers who wish to take a nap, eat a picnic lunch, study the map or just rest. The women will find a place to powder their nose.

1

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TYPICAL EXPRESSWAY INTERCHANGE DESIGN

1 *Cloverleaf.* The name by which this type of interchange is commonly known comes from the shape. Photo No. 1 shows Interstate 55 crossing over US 54 at the northeast edge of Springfield, Illinois.

2 *Diamond.* A diamond-shaped interchange is illustrated in Photo No. 2 where a county road crosses over Interstate 80, six miles west of Morris in Grundy County.

3 *Trumpet.* Photo No. 3 shows the junction of Interstate 74 and Ill. 121 at the northwest edge of Morton in Tazewell County. The interchange takes 74 over 121.

4 *Partial Cloverleaf.* East Lake Shore Drive crosses over Interstate 55 at Lake Springfield in Photo No. 4.

Photos by Illinois Highway Division.

HIGHWAY SIGNS are most important—they make the difference between getting lost and getting to where you are going; and they can also make the difference between a safe trip and the hospital.

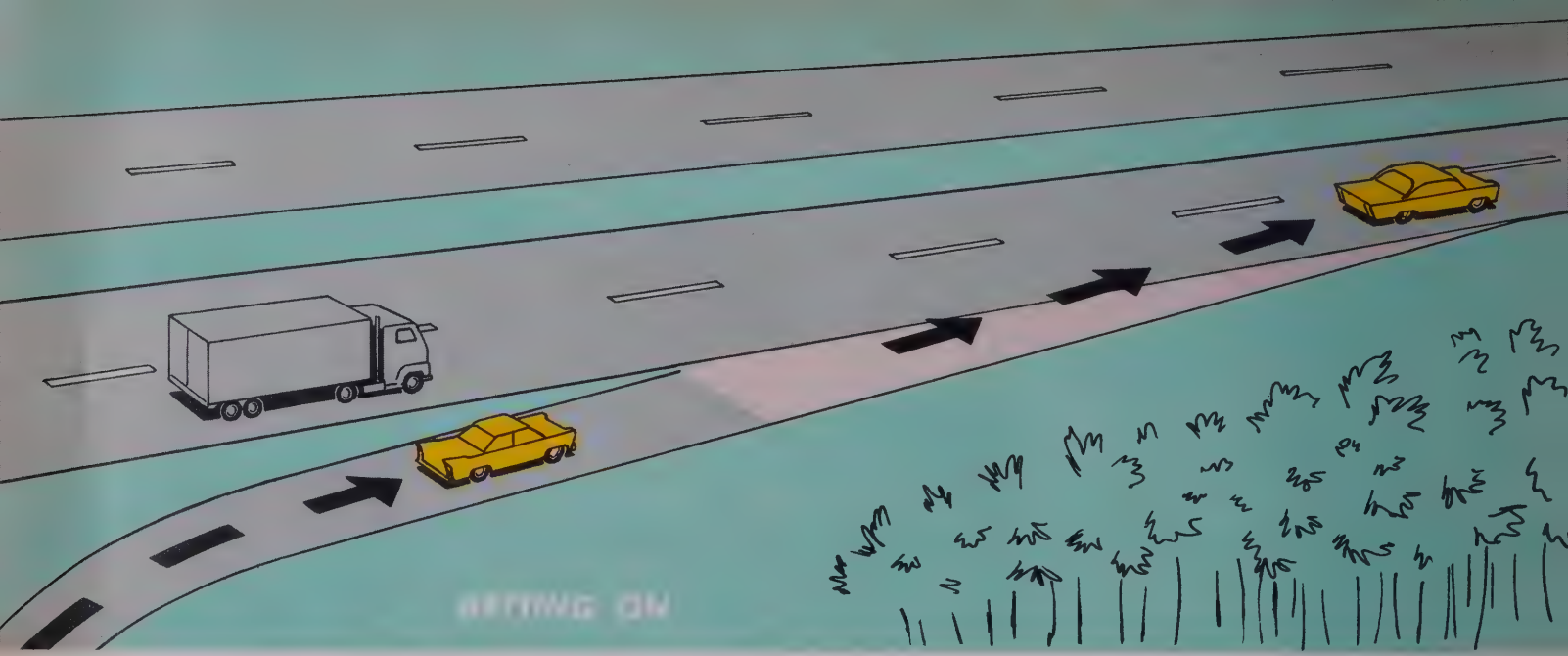
Expressway traffic is fast, heavy and constant, so you must plan ahead to be in the proper lane at the right time and the right place.

Highway signs are your cues—miss them and you will be in trouble. If you overrun your intended exit you *must* go on to the next one. Backing up is prohibited under any circumstances on all controlled-access highways.

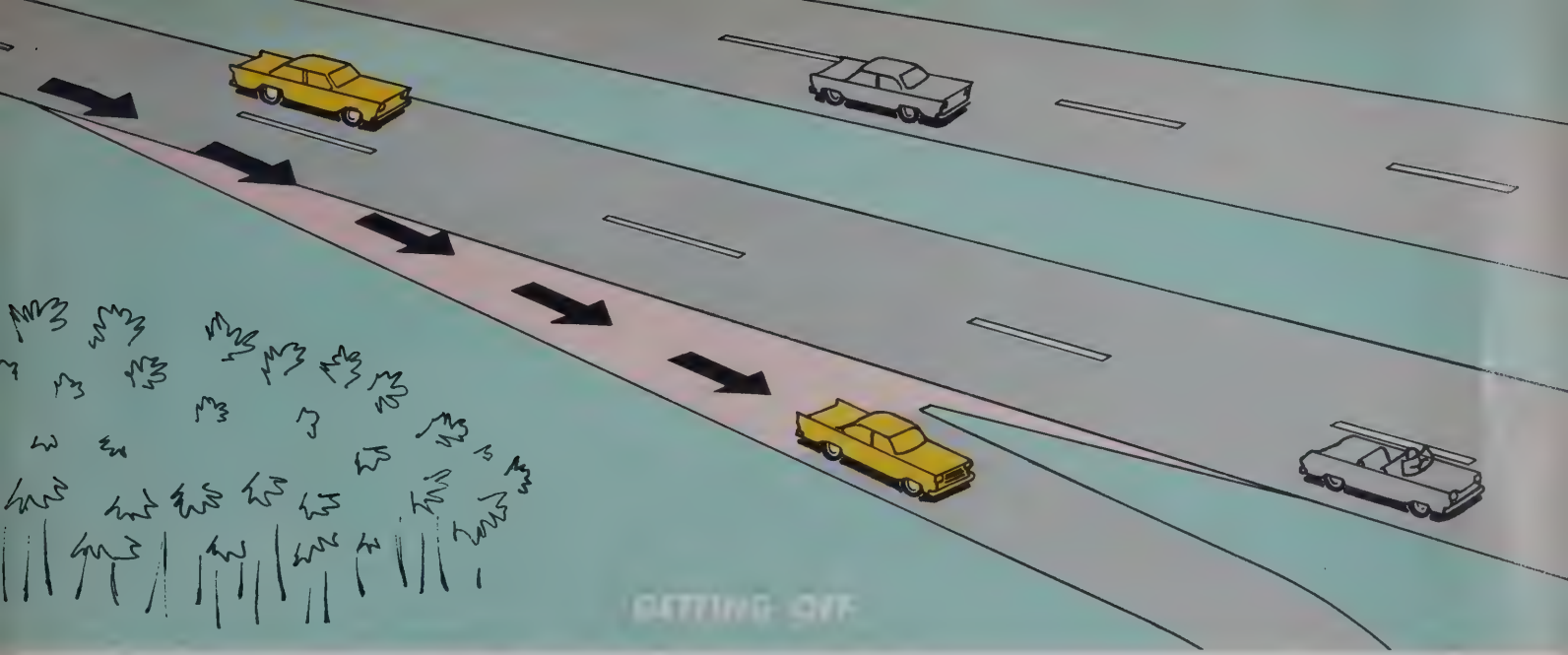
THE NEW EXPRESSWAYS have made traveling safer, faster and easier; however, they do have one problem—getting on and getting off. Drivers must use both skill and caution to safely enter a limited-access highway and merge smoothly with the fast-moving traffic.

There are two types of entrances. One is designed with both a ramp and a merging lane, as on the Interstate System; the other has an entrance ramp only. Merging lanes average 1,000 feet in length, and their purpose is to permit sufficient acceleration before turning into the fast expressway lanes. This prevents rear end collisions and interference with other traffic.

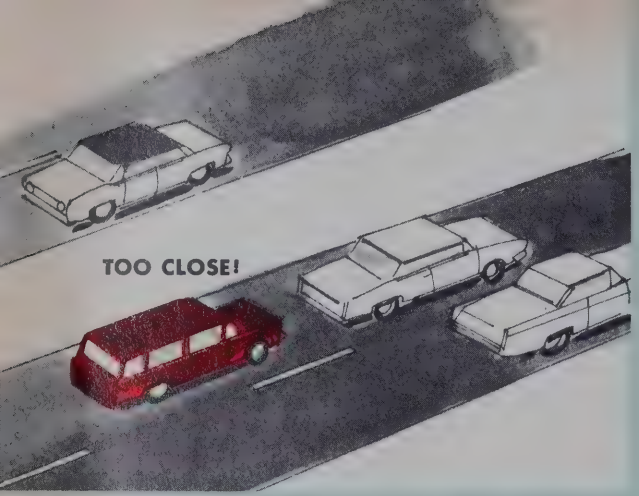
Entrance and exit ramps are shown on pages 78 and 79. Use them properly and you will have no trouble getting on and off safely.

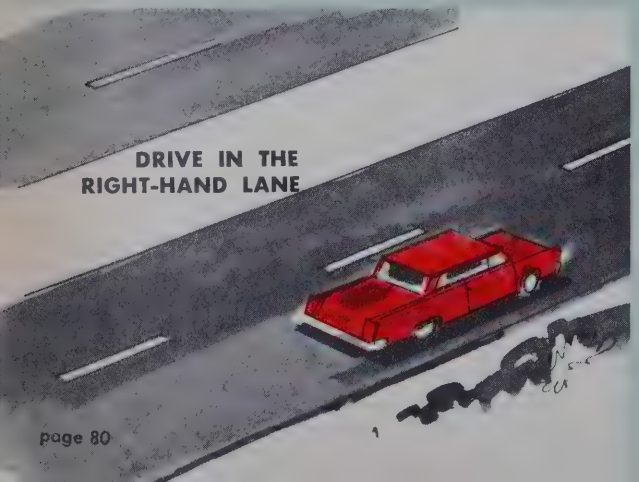


Illustrated above is a typical expressway entrance with a merging lane. A MERGING TRAFFIC sign on the expressway gives warning of the intersection ahead, and the ramp has a sign which shows the maximum safe entrance speed (25 to 50 mph). Drivers are required by law to adjust their speed and position so as to avoid a collision when approaching merging traffic lanes. The merging lane provides both time and space for you to gain enough speed to enter the traffic flow without interfering with the movement of other cars.



Speed-change lanes are also provided for slowing down when leaving the expressway. Posted exit ramp speeds are usually low, due to the design of the roadway, and a driver will find himself in serious trouble if he enters the ramp at expressway speed. Exit signs are posted far enough in advance of the ramp entrance to enable drivers to pull over on the speed-change lane. When planning to leave the expressway, watch for this sign and be prepared to change lanes. Guide signs tell you in advance that your exit is near.





EXPRESSWAY SAFETY REMINDERS

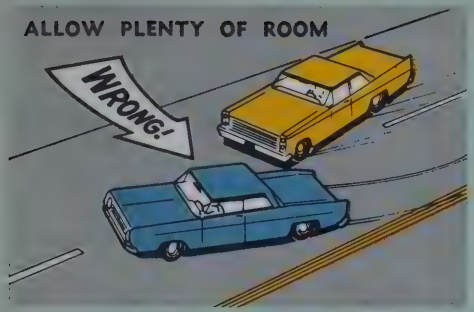
ALLOW PLENTY OF ROOM WHEN PASSING. Cutting back into the right-hand lane too soon is one of the causes of expressway collisions. Carefully check the left lane behind you before pulling out, and don't turn back into the right-hand lane until you can see in your rearview mirror the car that you just passed.

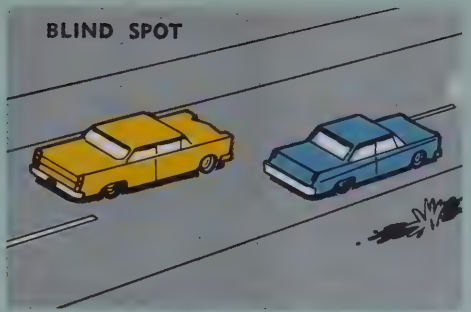
DON'T GET TOO CLOSE TO THE VEHICLE IN FRONT OF YOU. Always leave room for an emergency stop. When the weather is bad or the pavement is slick, double or triple the interval. Rear end collisions are the greatest potential hazard on the expressways.

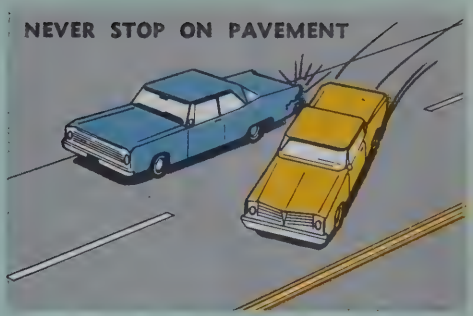
DRIVE IN THE RIGHT-HAND LANE. The left lane is for passing.

USE YOUR REARVIEW MIRRORS. Constant checking of the traffic behind you is a necessary precaution in expressway travel. Always glance at the mirror before you change lanes, and don't forget to use the turn signal. Two outside rearview mirrors are also advisable.

STOP DRIVING WHEN YOU FEEL DROWSY. Don't try to fight it . . . pull off the highway at the first rest stop or service area. If you are merely nodding, a cup of coffee and a bit of stretching may be sufficient to wake you up. But if you are really sleepy get off the highway and take a nap. Drowsiness is one of the greatest dangers in expressway driving. Don't rely on "stay-awake" drugs. They are likely to make your driving even more hazardous.







STAY OUT OF ANOTHER DRIVER'S BLIND SPOT. Traveling in a position where the driver ahead of you cannot observe your vehicle in his rearview mirrors is a dangerous practice—he might pull out in front of you to pass a car. Either stay behind or go around.

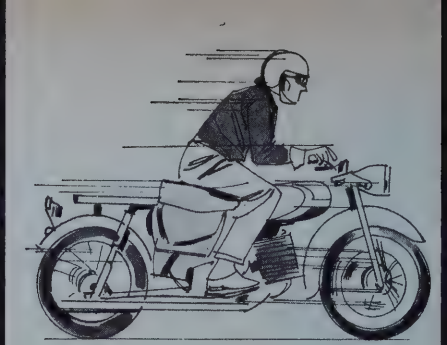
EXERCISE YOUR EYES. Expressway drivers are subject to "highway hypnosis"... a condition of drowsiness or unawareness induced by monotony, the sound of the wind, the tires on the pavement and the steady hum of the engine. Keep shifting your eyes from one area of the roadway to another and focus them upon various objects—near and far, left and right. Reading the highway signs will help you to stay awake and drive more safely.

STOPPING ON THE PAVEMENT IS PROHIBITED. You will find service areas and rest stops at frequent intervals, so use them. Stopping on the shoulder is permitted only in an emergency, or when your car is unable to go any further. If it is necessary to stop, raise the hood and tie a white cloth to the aerial. *Don't walk along the expressway in search of help.*

CHECK YOUR CAR BEFORE YOU START. You won't find a garage unless you turn off the expressway, and a breakdown could cause considerable inconvenience and delay. Plan your trip carefully—mark the map to indicate all entrances, service areas and exits you plan to use. Doing these things will help you to have a safe, fast and pleasant journey.

CHAPTER SEVEN

MOTORCYCLES



There are many kinds of motorcycles, and they vary in size and power from the tiniest scooter or motorbike to the big heavy machines with engines that have as much horsepower as a small automobile. They all have one thing in common, however, they are motor vehicles and must be considered as such by everyone.

- A new 1967 Illinois law divides all types of motorcycles (including scooters and motorbikes) into two classifications, according to piston displacement; and those with less than 150 cubic centimeters are defined as "motor driven cycles."

- A driver license is required to operate a motorcycle or motor driven cycle. See page 5 for new motorcycle license regulations which become effective in 1969.

- All motorcycles must carry a valid license plate when operated on streets or highways. A different series of plates is assigned to motor driven cycles; therefore, it is important to show the correct piston displacement on the license registration application.

- Motorcycle and motor driven cycle operators must observe traffic laws, signs and signals just as drivers of other types of vehicles are required to do.

RIDE A SAFE MOTORCYCLE

THE FOLLOWING ITEMS OF EQUIPMENT are required by law, and no motorcycle may be operated on a street or highway unless drivers, passengers and machines are in compliance therewith. These regulations apply to all types and sizes of motorcycles and motor driven cycles.

PROTECTIVE HEADGEAR. Both drivers and passengers must wear helmets of a type which is approved by the Illinois Department of Public Safety (State Police).

GOGGLES. Both drivers and passengers must be protected by glasses, goggles or a transparent shield; and these items must be of a type which meets the standards established by the Department of Public Safety.

MUFFLER. Motorcycles must have mufflers which are in constant operation and properly maintained to prevent any excessive or unusual noise. *Modification of an exhaust system for the purpose of amplifying or increasing the noise level is prohibited by law.*

BRAKES. Motorcycles must have two-wheel brakes with two separate means of application on at least one wheel. Motor driven cycles must have either a hand operated or foot operated brake on at least one wheel.

HEADLIGHT. One required, visible for 500 feet.

TAILLIGHT. Red, one required, visible for 500 feet.

STOP LIGHT. One required, red, visible for 500 feet and actuated by the braking mechanism.

HANDLEBARS. No motorcycle or motor driven cycle may be operated with handlebars which rise more than 15 inches in height from the level of the seat.

SEAT. Motorcycle operators are prohibited from carrying passengers unless the motorcycle has been designed to carry two people. A seat designed for a passenger must be equipped with permanent handgrips.

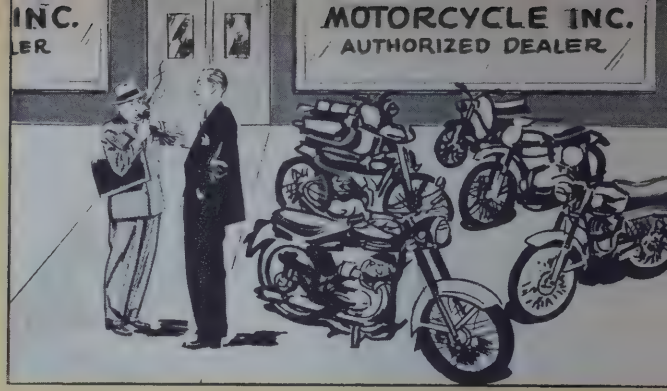
FOOTREST. A motorcycle designed and used to carry two persons must be equipped with adjustable footrests.

REARVIEW MIRROR. Motorcycles must be equipped with rearview mirrors which reflect a view for 200 feet.

HORN. Must have one that is audible for 200 feet.

SAFETY RULES FOR MOTORCYCLES

Motorcycling can be safe, lots of fun and a most practical means of transportation *IF* you take the proper precautions.



LEARNING HOW is the first and most important step. *Do not ride* on streets or highways until you are certain you can handle the machine. *Do not carry passengers* until you have learned to ride well, have had some experience and feel confident of your ability.

When shopping for your first bike, ask the dealer if he has a qualified instructor who will give you the necessary time for both off-the-road and on-the-road training. Some dealers will not sell a motorcycle to a customer until they are satisfied he has had enough training to enable him to learn to ride safely.

If the dealer is not interested in your welfare, find someone who is *qualified and experienced,* and who is willing to spend the necessary time to teach you the fundamentals. You can't expect to jump on a motorcycle the first time, without any practice, and take off like a professional . . . chances are you will end up in the hospital, and you may never be able to ride again.

Before you attempt your first solo, be sure to read the instruction book carefully and study all of the controls. Then sit on the bike and work them until you understand the operation thoroughly. Next, find an empty parking lot or some similar place where you are permitted to go; and practice starts, gear changes, turns and stops with your instructor or by yourself until you are confident you can handle the machine without making any mistakes.

Regardless of how you learn, you *must* have a driver's license or an instruction permit before you can drive on streets or highways.

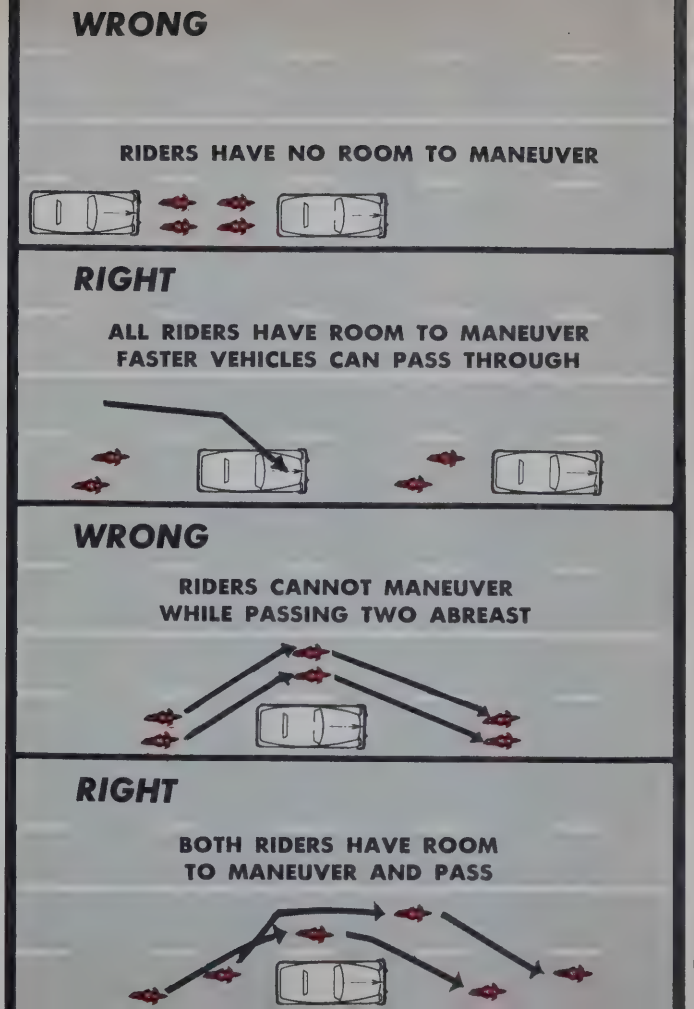
A MOTORCYCLE IS ONLY AS SAFE AS THE OPERATOR

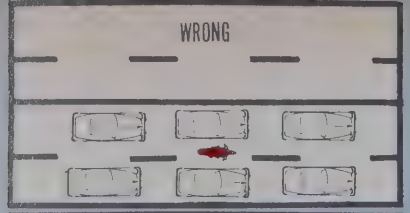
Here are some precautions which may keep you and your passengers from getting hurt . . .

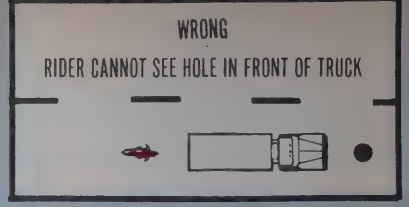
PROTECTIVE HEADGEAR and vision protection are required by law for both operator and passenger, but the law won't prevent injuries unless the equipment is worn. Motorcycle accident reports show head injuries to be the most common cause of fatalities, so be sure to buy a helmet that meets Illinois State Police specifications—a substandard model may be worse than useless. Heavy leather jackets and boots will help save skin and bones if you are unfortunate enough to go down.

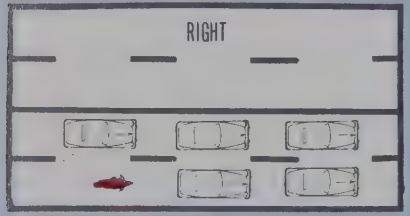
RIDE IN GROUPS OF TWO when riding with others. Never ride two abreast in the same traffic lane; stagger your positions so the rider on the left is in front of the right-hand machine. (See illustration) Don't follow another rider in his path of travel, and keep sufficient distance between each group of two for faster vehicles to pass safely through your formation.

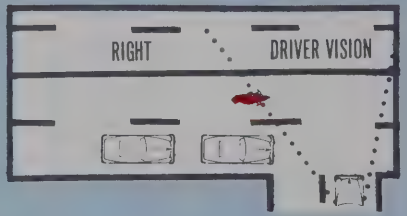
PASSING OTHER VEHICLES. Motorcycle operators are prohibited by law from passing between two other vehicles proceeding in the same direction, unless there is an unobstructed traffic lane available to permit passing safely. They are also prohibited from passing on the right of any other vehicle proceeding in the same direction, unless there is unobstructed pavement at least 8 feet wide to the right of the vehicle being passed.

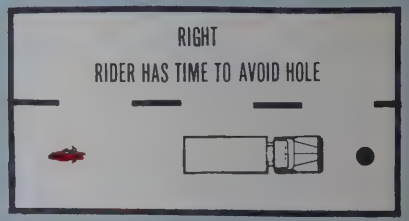












BE CAREFUL WITH THE BRAKES. Apply the rear one first . . . too much and too soon on the front will cause you to flip. Use an easy touch when the road is slippery and always brake *before, not into,* a turn.

WATCH FOR SLICK OR LOOSE SURFACES and reduce speed before you hit them. Wet roads and loose gravel will throw you if you get careless. Avoid the oil covered streak in the middle of traffic lanes.

PASSENGERS MUST NOT BE CARRIED unless the machine is designed for more than one person. One passenger only is permitted, *astride the seat.* A new, inexperienced rider should never carry a passenger; and an inexperienced passenger should be instructed as follows . . .

- Hold on to the handgrips or seat straps.
- Keep feet on foot rests at all times.
- When turning—relax, lean in the same direction as the operator and hold on.
- Don't touch the muffler—it's hot.

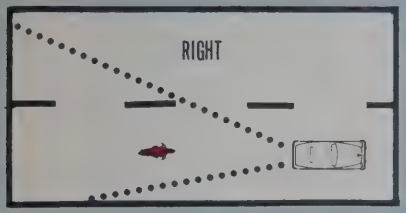
NEVER MAKE A MOVE until you can see clearly ahead when passing or changing lanes. Check traffic first.

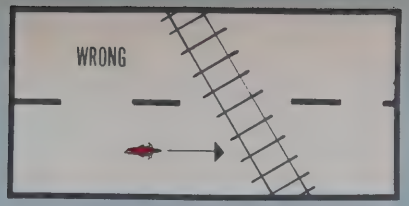
BE ALERT AT INTERSECTIONS—this is where most motorcycle accidents occur. Remember, you can't defend your right-of-way against an automobile or a truck.

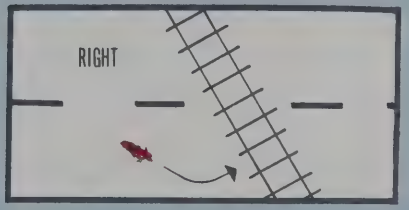
RAILROAD TRACKS or steel bridge expansion joints present a special problem. Try to cross them at an angle, if possible, to avoid skidding or catching the wheels.

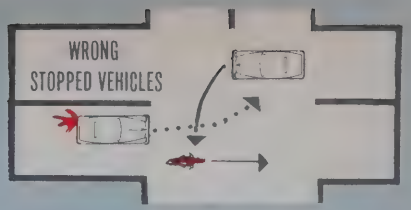
DO NOT PARK where there is grease or oil.

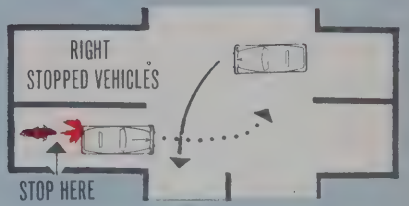
TRY TO BE SEEN. The slim silhouette of bike and rider may not be observed in sufficient time by an automobile











driver. Your headlight is helpful . . . turn it on in the daytime also. Bright, light-colored clothing attracts the attention of other drivers, and may keep you from being run down. Be sure to ride in a position which will be visible to the automobile driver ahead of you—don't move into one of his "blind-spots."

DON'T LOAN YOUR MOTORCYCLE to anyone who is not experienced in riding your type of machine. A large percentage of accidents involve persons who are taking their first or second ride on a borrowed or rented cycle. Protect your machine and your pocketbook—an injured rider who is unlicensed or inexperienced could cause you to have serious financial responsibility problems.

FULL INSURANCE COVERAGE of the type that is available for automobiles is difficult, if not impossible, to obtain for motorcycles and their riders. Most companies will not write policies which cover injury to the operator, and it is even much harder to find insurance for a passenger.

Motorcycles are subject to the requirements of safety and financial responsibility laws, just like other kinds of motor vehicles. Before buying or operating a motorcycle, read Chapter Nine of this manual. It makes no difference whether you get hit or whether you hit something . . . the provisions of the law apply in either event.

Study your insurance policy carefully to determine exactly what coverage you have, so you will know whether it meets the requirements of the law. Before a passenger climbs on, tell him about the insurance . . . this may cause him to change his mind.

CHAPTER EIGHT

MEDICAL ASPECTS OF DRIVING

The physical condition of a person has an important bearing on his ability to drive safely. Illness, disability, alcohol or drugs are factors which may cause or contribute to traffic accident involvement. For example, nearly half of the drivers who were fatally injured in motor vehicle collisions in Illinois during 1966 were found, upon autopsy, to have measurable amounts of alcohol in their blood.

The following message from the State Health Director is presented for the guidance of all Illinois drivers. It deserves your most serious consideration.

MEDICAL ASPECTS OF DRIVING

Franklin D. Yoder, M. D., Director
Illinois Department of Public Health

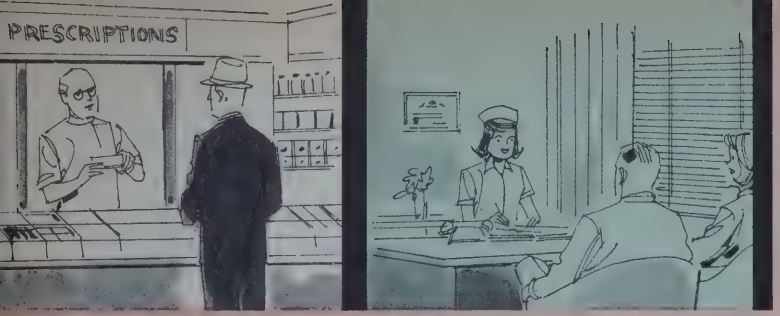
IF YOU ARE TAKING DRUGS, *consult your physician before driving.*

IF YOU ARE DRINKING—*DON'T DRIVE!*

In drinking, it is not important what kind of alcoholic beverage is consumed, or whether it is consumed on a full or fasting stomach. Whether the individual is an experienced drinker with a high degree of tolerance or one who seldom drinks is not the important point. The only significant fact is the amount of alcohol in an individual's blood and the consequent impairment of his driving ability.

Numerous studies, using individuals accustomed to drinking, all are in full agreement that two 12-oz. bottles of 3.2 per cent beer, or 2 oz. of 100 proof whisky consumed within one hour will place the average moderate drinker in the zone of impaired driving ability, i.e., with over 0.035 per cent alcohol in the blood.

Alcohol is a central nervous system depressant. Its effect on human beings, in all stages and phases is that of a depressant drug. While many individuals may experience a sense of exhilaration after consuming alcohol, this is not due to stimulation but to a depression of the inhibitory mechanism of the brain. They lose their inhibitions. Studies reveal that test subjects



after consumption of alcohol almost unanimously believe their performance is unimpaired or even better than usual, whereas objective testing demonstrates that performance *is* below par. This, too, is evidence of the depressant action of alcohol—a depression of the critical sense.

This depressant action of even small doses of alcohol is of obvious importance in the operation of motor vehicles. Driving performance in many persons is impaired at even lower levels than 0.035 per cent. There are very important factors involved, such as the impairment of judgment, observation, tolerance to glare and sense of caution, even though muscular performance may not be noticeably affected.

Alcohol is oxidized in the liver and eliminated through the kidneys and the lungs. The average person of 150 pounds (68 kg.) can oxidize and eliminate about one-third fluid ounce of alcohol per hour, decreasing the concentration of alcohol in his blood by approximately 0.015% per hour, if the individual does not consume more alcohol. Two drinks place one in the level of impairment for about two hours, as far as motor vehicle operation is concerned. The length of the necessary waiting period before driving can be thus computed. Neither coffee, food, nor cold showers will hasten the elimination period. These are the hard, physiological facts which must be taken into account by anyone who drinks . . . and also drives a car. An Illinois study revealed that almost half of all drivers killed in traffic accidents in 1966 had measurable amounts of alcohol in their blood. On the basis of this study the 75th Legislature lowered the blood-alcohol level from 0.15% to 0.10% as presumptive evidence of driving while under the influence.

MANY DRUGS impair the individual's ability to drive an automobile. The "miracle" drugs, antibiotics, for instance, make many ill persons *feel* well enough to drive even though they are not so physically. Many of these drugs also cause some loss of judgment, torpor, visual disturbances or eye muscle imbalance.

If you are taking such drugs, ask your physician about the side effects and if they could influence your driving ability. Accident-prone persons may be more susceptible to the hazardous side effects of drugs. They should not drive while taking drugs, no matter how safe the drugs might be ordinarily. Side effects of drugs are not uniformly predictable and this is an area of the individual's concern and responsibility.

Many persons rely on choosing their own remedies. Over-the-counter drugs may contain codeine, alcohol, scopolamine derivatives, antihistamines or bromides, all of which may impair driving ability.

Most of these definitely affect alertness, judgment, co-ordination and vision because they act on the central nervous system. If used in conjunction with drinking, their effects are intensified.

The amphetamines have long been abused as stimulants (pep pills) and appetite depressants; their euphoric effects in some drivers can impair judgment and cause them to take excessive risks.

Many drugs are illegally acquired. Most of these are hallucinogens, that is, cause hallucinations. They have singular abilities for changing normal emotional reactions, even causing individuals to become oblivious or indifferent to their surroundings. Anyone under the influence of these drugs must not drive a motor vehicle.

PATIENTS WITH CHRONIC ILLNESS requiring constant medication may be in the position that both the illness and the medication could affect driving ability. It is the physician's responsibility to warn such patients of this danger. Sometimes this hazard is of short duration, until the patient has learned to compensate for the drugs. In all cases, the physician must consider what potential hazard a particular medication will have, if the patient drives. It is of importance for the patient to inform the physician that he may be driving.

In other chronic illnesses where continuous medication may not be required, it should be emphasized that the physician has the responsibility to inform the patient with such an illness of his physical limitations with regard to driving an automobile. Conversely, it is the responsibility of the patient to ask the physician if his present physical condition is such that he may safely drive an automobile. These are areas for complete honesty between the physician and patient.

CHAPTER NINE

ACCIDENTS

If you are involved in an accident YOU MUST . . .

- Stop immediately (in a safe place)
- Assist the injured (if aid is necessary or requested)
- Give required information to other persons involved
- Notify the nearest police station immediately
- Report the accident to the Illinois Division of Highways

Most accidents could be avoided if drivers knew, understood and obeyed the traffic laws, signs and signals; and if they concentrated their full attention on driving. Collisions do occur, however, and it is important that you know what to do afterwards.

Illinois law requires a driver who is involved in any kind of an accident to stop immediately at the scene, or as close thereto as possible. *Make certain to stop in a safe place off the highway, if this can be done.* At nighttime, or when visibility is poor, set out lighted flares or reflectors if they are available.

Take immediate steps to obtain competent medical assistance for the accident victims, if the injuries are more than slight. *Caution . . . do not attempt to move or give first aid to a badly injured person unless he is bleeding profusely.* If there is severe bleeding, apply compresses or use tourniquets to stop the flow of blood. *Protect the victims from oncoming traffic if they are lying upon the roadway.*

A driver involved in an accident must remain at the scene until he has given his name, address and license numbers to the other parties.

REPORTS MUST BE MADE

If the accident results in damage to the property of any one person in excess of $100, or in death or bodily injury, there are two things which you must do . . .

1. Notify the nearest police station (state or local) by the fastest means of communication. (Sec. 41.01 "Uniform Act Regulating Traffic on Highways", approved August 19, 1963)

2. As soon as possible, but not later than ten days after the accident, send a written report to the Illinois Division of Highways, Bureau of Traffic, 801 State Office Building, Springfield, Illinois.

Report forms are provided by the Highway Division and may be obtained at most automobile insurance agencies. Failure or refusal to report an accident may result in the suspension of driving privileges.

STRIKING AN UNATTENDED VEHICLE OR FIXTURE. If a driver strikes an unattended vehicle, or a fixture upon or close to the street or highway, he must attempt to locate the owner or person in charge of the damaged property immediately and furnish such person his name, address, vehicle license number, and exhibit his operator's or chauffeur's license. If it is impossible to find the owner or person in charge of a damaged vehicle, the driver is required by law to leave his name, address, vehicle license number, and a statement of the circumstances in a conspicuous place where it will be readily found by the owner.

PENALTY FOR LEAVING THE SCENE OF AN ACCIDENT. Illinois law provides a severe penalty upon conviction of leaving the scene of an accident in which death or personal injury was suffered by any person.

A driver who fails to stop at the scene of an accident in which his vehicle was involved and in which a person was killed or injured may, upon conviction, be sentenced to not less than 30 days nor more than one year in jail. In addition to the jail sentence the driver may also be fined up to $1,000. The law also provides that the Secretary of State must revoke the license of any person convicted of leaving the scene of an accident.

ACCIDENT REPORTS ARE CONFIDENTIAL. The Illinois traffic law reads as follows . . . "All required accident reports and supplemental reports shall be without prejudice to the individual so reporting and shall be for the confidential use of the department except that the department may disclose the identity of a person involved in an accident when such identity is not otherwise known or when such person denies his presence at such accident. No such report shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the department shall furnish upon demand of any person who has, or claims to have, made such a report, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department solely to prove a compliance or a failure to comply with the requirement that such a report be made to the department."

THE SAFETY RESPONSIBILITY LAW. Any driver who is involved in a motor vehicle accident which results in damage to the property of any one person in excess of $100, or in death or bodily injury, must make a written report to the Illinois Division of Highways. He must also satisfy the requirements of the Safety Responsibility Law, or his driving privileges

and motor vehicle registrations will be suspended.

The law requires that the driver establish future proof of financial responsibility and post security, in the amount evaluated by the Highway Division, to satisfy any judgment for damages resulting from the accident, *unless* . . .

1. He is able to show evidence of a liability insurance policy covering the vehicle involved and valid at the time of the accident.

If at the time of the accident, an owner or operator is covered by a motor vehicle liability policy or bond meeting the requirements of the Safety Responsibility Law, such owner or operator will be exempt from suspension resulting from that accident if the company issuing the policy or bond has failed, and such policy or bond was not effective at the time of the accident or at any time thereafter; provided that the owner or operator had no knowledge of the company's failure prior to the accident, and such owner or operator has secured within 30 days after learning of such failure another liability policy or bond meeting the requirements of the Safety Responsibility Law. (This provision becomes effective on January 1, 1969.)

2. He is able to satisfy the requirements of the law by one of the other prescribed methods. (Chap. 7, Art. II, Illinois Motor Vehicle Law)

The accident report form provided by the Highway Division contains a section for information regarding automobile liability insurance. If a driver is unable to present evidence of a policy in effect at the time of an accident, his case will be certified to the Safety Responsibility Section of the Drivers License Division for appropriate action. The Secretary of State will then notify him of the requirements of the Safety Responsibility Law, and of the methods by which he may place himself in compliance.

In order to satisfy the requirements of the Safety Responsibility Law, an automobile liability insurance policy or bond must provide coverage for any one accident of not less than . . .

1. $10,000 for death or bodily injury to any one person.

2. $20,000 for death or bodily injury to two or more persons.

3. $5,000 for property damage to others.

If a driver who has been involved in an accident is unable to present evidence of liability insurance coverage in the amounts listed above, or is unable to post security and file proof of financial responsibility or otherwise place himself in compliance with the law, his operator's or chauffeur's license will be suspended. The motor vehicle registrations (license plates) of all vehicles belonging to the owner of the automobile involved in the accident will also be suspended.

Under these circumstances, the driving privileges and motor vehicle registrations (or the privilege to obtain same) will remain suspended until the persons involved become eligible for reinstatement under one

of the following conditions, and until proof of financial responsibility has been established . . .

1. When one year has elapsed from the date the suspended licenses and registrations were surrendered to the Secretary of State, *if no suit for damages as a result of the accident is pending.*

2. When all judgments resulting from the accident have been satisfied.

3. When a release from liability with respect to all claims for injury or damages resulting from the accident has been obtained from all parties involved in the accident and filed with the Secretary of State.

4. When the case has finally been adjudicated and a judgment entered in the suspended driver's favor.

A driver, or an owner, who complies with the law by posting the required amount of security and filing proof of future financial responsibility may, after two years from the date of the accident, obtain a refund of the deposit upon a showing of satisfactory proof that there is no litigation arising from the accident pending in any court.

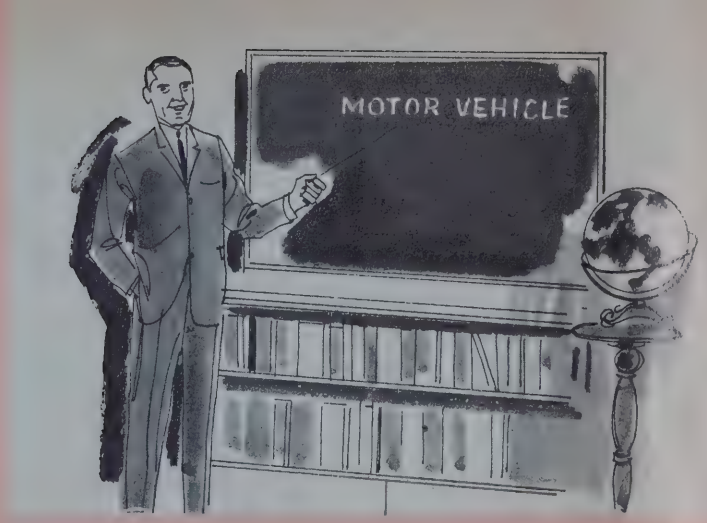
THE FINANCIAL RESPONSIBILITY LAW. Any driver whose operator or chauffeur license and/or license plates have been suspended for failure to deposit security after an accident, must maintain future proof of financial responsibility, in the amounts listed, for a period of three years. He may do this by posting security acceptable to the Secretary of State, or by filing evidence of public liability and property damage insurance coverage.

The provisions of the Financial Responsibility Law also apply after a driver's license has been revoked. A new license cannot be issued until satisfactory evidence of financial responsibility for the future has been filed with and accepted by the Secretary of State.

ADDITIONAL INFORMATION. For detailed information regarding provisions of the Safety Responsibility and Financial Responsibility Laws, you may write to the Drivers License Division, Secretary of State's Office, Centennial Building, Springfield, Illinois. For information relative to accident reports and evaluation of damages, you may write to the Bureau of Traffic, Division of Highways, State Office Building, Springfield.

CHAPTER TEN

DEFINITIONS



The meanings of certain words and terms used in *Rules of the Road* are defined by law. Regardless of what you think they mean, or how they are used in everyday conversation, courts and police officers must consider only those definitions which are set forth by statute. It is important, therefore, that you read the definitions when you study this manual.

BUS. Every motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

CONTROLLED-ACCESS HIGHWAY. Every street, highway or roadway which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in the manner as may be determined by the public authority having jurisdiction over such street, highway or roadway.

CROSSWALK. That portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections; or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

DRIVER. Every person who drives or is in actual physical control of a vehicle.

FARM TRACTOR. Every motor vehicle designed and used primarily as a farm implement for drawing wagons, plows, mowing machines and other implements of husbandry, and every implement of husbandry which is self-propelled.

FIRST DIVISION VEHICLE. See motor vehicle definition.

HIGHWAY. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

HOUSE CAR OR CAMPER. House car or camper means any motor vehicle that is designed or subsequently altered, equipped for human habitation, which is not used to transport property on its own structure other than property used for human habitation or camping purposes.

HOUSE TRAILER. A trailer or semi-trailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place (either permanently or temporarily) and is equipped for use as a conveyance on streets and highways.

INTERSECTION. The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different roadways joining at any other angle may come in conflict. Where a highway includes two roadways 40 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection.

MERGING TRAFFIC. A maneuver executed by the drivers of vehicles on converging roadways to permit simultaneous or alternate entry into the junction thereof, wherein the driver of each vehicle involved is required to adjust his vehicular speed and lateral positions so as to avoid a collision with any other vehicle.

MOTOR VEHICLE. Every vehicle which is self-propelled. For registration purposes (license plates) motor vehicles include trailers and semi-trailers.

Motor vehicles are divided into two classifications: Those which are designed for the carrying of not more than 10 persons are designated as first division vehicles; and those which are designed for pulling or carrying freight, for the carrying of more than 10 persons, or designed or used for living quarters are classified as vehicles of the second division.

MOTOR DRIVEN CYCLE. Every motorcycle, motor scooter or bicycle with motor attached with less than 150 cubic centimeter piston displacement.

MOTORCYCLE. Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

RESIDENCE DISTRICT. The territory of any city, village, or incorporated town contiguous to and including a

highway not comprising a business district when the property on such highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.

REVERSIBLE LANE. A lane of a 2 or more laned roadway upon which traffic may be directed to move in either direction by means of lane-control signals or other devices, in conjunction with official signs.

ROAD TRACTOR. Every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

ROADWAY. That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways the term "roadway" refers to any such roadway separately, not collectively.

SCHOOL BUS. Every motor vehicle of the second division operated by or for a public or governmental agency or by or for a private or religious organization that is used to transport children to or from school or in connection with any school activity, but not including buses operated by common carriers in urban transportation of school children.

SECOND DIVISION VEHICLE. See motor vehicle definition.

SEMI-TRAILER. Every vehicle, other than a pole trailer, with or without motive power designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and load rests upon or is carried by another vehicle.

STREET. The entire width between boundary lines of every way or place of whatever nature when any part thereof is open to the use of the public as a matter of right for purposes of vehicular traffic, other than public ways for vehicular traffic within a park district for which the park district has maintenance responsibility. "Street or highway" are defined alike.

TRAFFIC. Pedestrians, ridden or herded animals, vehicles, street cars, and other conveyances either singly or together while using any highway for purpose of travel.

TRAILER. Every vehicle without motive power designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

TRUCK-TRACTOR. Every motor vehicle designed and used primarily for drawing other vehicles.

VEHICLE. Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

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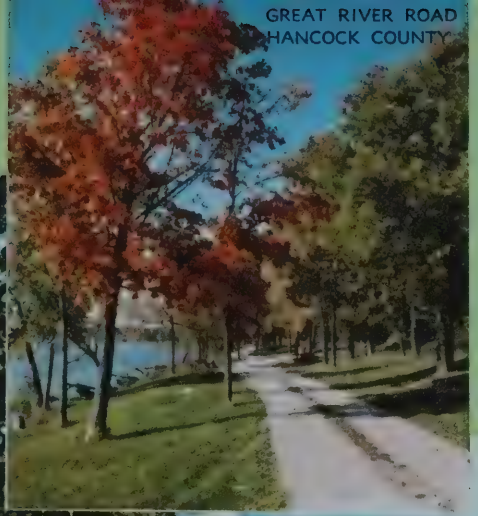
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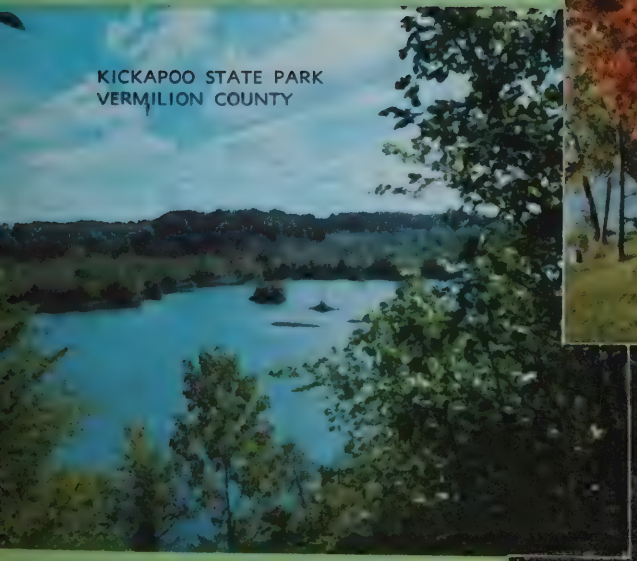
HANCOCK COUNTY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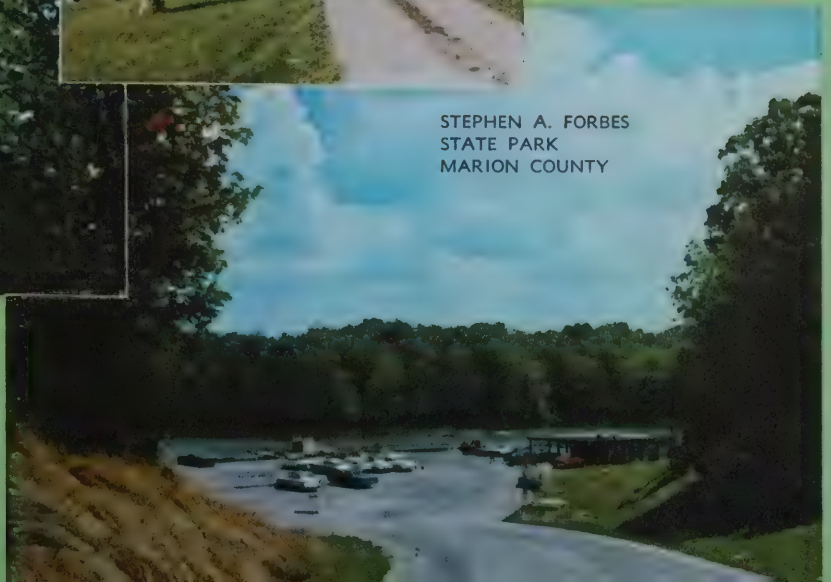
STEPHEN A. FORBES
STATE PARK
MARION COUNTY

Traffic laws, signs and signals are designed to prevent death, injury and property damage on our highways; but they won't serve their purpose unless drivers understand and observe them.

IF YOU'RE NOT SURE—LOOK IT UP!

Many Illinois highways of scenic beauty await your driving pleasure. Help make them safe for everyone.

Photographs—Illinois Department of Conservation

BACK COVER:
STARVED ROCK
STATE PARK
LA SALLE COUNTY

Metropolitan
expressway
or
country lane . . .
you can't drive
safely
unless you know
the
RULES of the ROA

Compiled by
PAUL POWELL
Secretary of State
Illinois

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1968

Rules of the Road

Compiled by PAUL POWELL
Secretary of State
Illinois

RULES OF THE ROAD is the official Illinois driver's manual, published for the information and guidance of all persons who use the streets and highways; as well as for driver education students and those who are preparing for the driver license examination.

Traffic accidents in the United States killed nearly 55,000 persons in 1968 and nearly two million more were injured; in fact, one out of every ten Illinois drivers was involved in a reportable accident during the year.

Accidents don't just happen — they are caused. Traffic safety experts tell us that most of them could be avoided if drivers knew, understood and observed traffic laws, signs and signals; if they maintained their cars in safe condition, concentrated their full attention on driving and showed proper respect for others. It is a rather feeble excuse, therefore, to say "accident" if one fails to do these things.

Every time you slide into the driver's seat and start the engine you must assume certain obligations. **Rules of the Road** will tell you how to fulfill your responsibility.

Paul Powell

SECRETARY OF STATE

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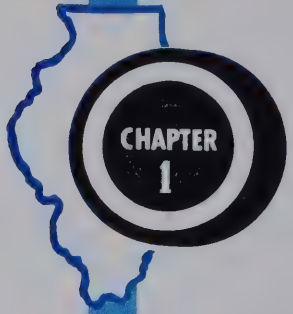
FRONT COVER – Cook County Highway Department color photo of the Chicago Dan Ryan and Eisenhower Expressway Interchange.

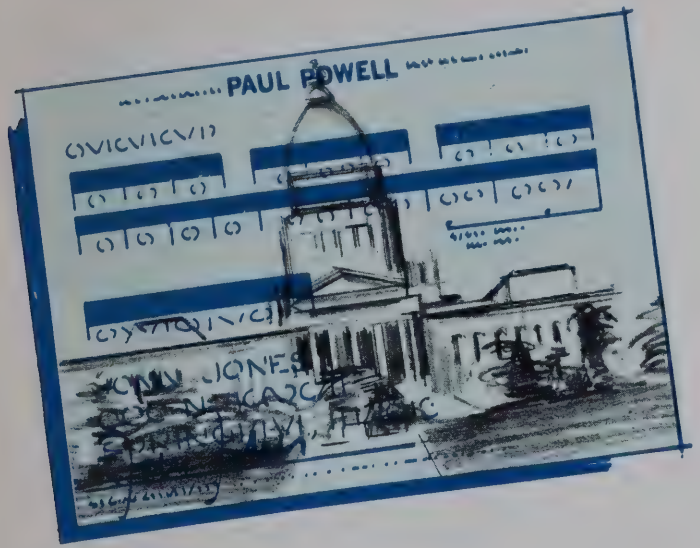


A LICENSE TO DRIVE

WHO NEEDS ONE? Almost everyone who wishes to operate a motor vehicle on the streets and highways of Illinois. There are some exceptions, as explained on Page 6.

WHERE DO I GET ONE? You must go to the examination station in your local community for your first Illinois drivers license. It is located in the county seat in most areas, and it is listed in the phone book. In counties with large populations you will find more than one station. Chicago addresses and phone numbers are:

- 5401 North Elston Avenue 282-4000
- 9901 Dr. Martin Luther King, Jr. Drive 264-5700
- 5301 West Lexington Street 379-5600



WHAT KIND DO I NEED? It depends on what you wish to drive. Beginning January 1, 1969, only one kind of drivers license is issued in Illinois; but it is classified and coded to indicate the types and weights of motor vehicles which may be operated. (See page 8) If you are learning to drive you must have an instruction permit before you get behind the wheel with your teacher.

WHAT ARE THE REQUIREMENTS?

- You must be a legal resident of Illinois.
- You must surrender all valid, foreign-state licenses.
- You must furnish some acceptable form of personal identification, also your zip code and social security number.

WHAT ARE THE AGE RESTRICTIONS? The minimum age for a drivers license is 18 years, except for those persons 16 and 17 years of age who have successfully completed a driver education course which has been approved by the Superintendent of Public Instruction.

A drivers license with a motorcycle classification which is issued to persons under 18 years of age is restricted to the operation of machines with engines under 150 cubic centimeters piston displacement.

No person under 18 years of age may operate a motor vehicle for the purpose of transporting property for hire. No person under the age of 21 years may drive any motor vehicle when used for the transportation of passengers for compensation; any school bus when transporting persons, or any public or private motor vehicle when transporting passengers in connection with the operation of a school, day camp, summer camp or nursery school.

Instruction permits may be issued to persons who are 15, 16 and 17 years of age if they are enrolled in an approved driver education course.

UNMARRIED PERSONS UNDER TWENTY-ONE cannot obtain a license without the written consent of their father, if he is available and has custody; otherwise, the mother, guardian or a responsible adult. Satisfactory evidence of the date of birth may also be required if the applicant has not been previously licensed in Illinois.

The responsibility of the parent does not end when a license is issued, for the Secretary of State is required by law to cancel the license if the person who gave his consent makes a written request. This means that parents must concern themselves with the driving performance of their children and take corrective action whenever necessary. If traffic law violations or accidents continue, the license should be cancelled.

The drivers license of a person under 18 years of age is invalid during the time such person is prohibited by the curfew law from being upon a public street or highway. A license issued to an applicant under 21 years of age is of a distinctive color and design.

NEW RESIDENTS are given a 90-day grace period during which they may drive with a valid license issued by their home state, if they are at least 18 years of age and if they have the license in their possession.

A DRIVERS LICENSE IS NOT REQUIRED for persons who are exempted by Illinois law . . .

1. Service personnel of the Armed Forces who are legal residents of Illinois are given a 30-day grace period following their return to the continental limits of the United States. This means that an Illinois serviceman may drive within his home state during that period with an expired license or no license at all. The privilege is not granted, however, to the members of a serviceman's family.

2. Employees of the United States Government or any member of the Armed Forces while operating a motor vehicle owned by or leased to the United States Government, if such vehicle is being operated on official business.

3. A nonresident who is at least 18 years of age and who has in his immediate possession a valid license issued to him by his home state or country may operate a motor vehicle in Illinois, if the home state or country grants similar privileges to Illinois residents.

4. A nonresident motorcycle driver who is at least 18 years of age, and who has in his immediate possession a valid license issued to him by

his home state or country, may operate a motorcycle or motor driven cycle in Illinois for a period of not more than 90 days in any calendar year, if his license permits the operation of a motorcycle and if the home state or country extends like privileges to Illinois residents.

5. A person operating a road machine temporarily upon a highway, or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as a driver.

LEARNING TO DRIVE. Most young people receive driver education and driver training in high school. Illinois law provides that such instruction must be given, if desired, to all residents of a school district between the ages of 15 and 21, even if they are not enrolled in a public school. Four dollars of each driver license fee goes to pay for the program.

Commercial driver training schools, licensed and regulated under state law, are available for persons who did not have an opportunity to take driver education in high school. A minimum of six hours of classroom instruction and six hours behind-the-wheel instruction must be offered to the student.

INSTRUCTION PERMITS. Regardless of how you learn, you *must* have an instruction permit before you can legally practice driving. A permit may be obtained at a driver examination station after passing vision, traffic law and highway sign tests. Study this manual carefully before taking the examination. With an instruction permit you may take driving lessons for as long as twelve months, when accompanied by a licensed driver who has at least one year's driving experience and is occupying the seat beside you.

Instruction permits may be issued to persons 15, 16 and 17 years of age *if they are enrolled in a driver education course which has been approved by the State Superintendent of Public Instruction.* It makes no difference whether an approved course is offered at a public, private, institutional or commercial school; and all such permits are restricted to the operation of a motor vehicle *only when the driver is accompanied by an adult instructor of the driver education program.*

An instruction permit for a motor driven cycle is restricted to the operation of such cycle during daylight hours only, and it is not valid unless the holder thereof is practicing under the direct supervision of a licensed motor driven cycle operator. A motorcycle instruction permit is valid for practice driving only when the holder thereof is accompanied by a qualified adult instructor.

DRIVER LICENSE CLASSIFICATIONS

The new Illinois drivers license is classified according to the type and weight of vehicles which may be operated by the person to whom issued.

Class A Any motor vehicle of 8,000 lbs. gross weight or less, except motorcycles and motor driven cycles.

Class B Any motor vehicle of 16,000 lbs. gross weight or less, except motorcycles and motor driven cycles.

Class C Any motor vehicle except tractor semi-trailers, tractor semi-trailer-trailer combinations, motorcycles and motor driven cycles.

Class D Any motor vehicle except motorcycles and motor driven cycles.

Class L Motor driven cycles only (less than 150 cc).

Class M Motorcycles and motor driven cycles only.

A single drivers license with a combination of classifications will be issued to those persons who wish to drive various types of vehicles and who are able to qualify by examination or otherwise. For example, Class B M will permit the holder thereof to operate motorcycles as well as any vehicle weighing 16,000 lbs. or less. A person applying for his first license in Illinois, however, must take a motorcycle as well as a passenger car or 16,000 lb. truck examination in order to obtain a B M classification.

1968 CHAUFFEUR LICENSES will be converted to the new type of classified drivers licenses when they are renewed in 1969. Unless a higher classification is requested, a person who has a valid 1968 chauffeur license and who applies for renewal will receive a license which will permit him to operate the same types of vehicles as he did before.

EMPLOYER'S CERTIFICATION. Persons who are employed as drivers may submit an employer's certification if they do not wish to take the driver examination; however, such certification must meet the following conditions:

1. The employer must have a regular, established business and must operate a fleet of vehicles.

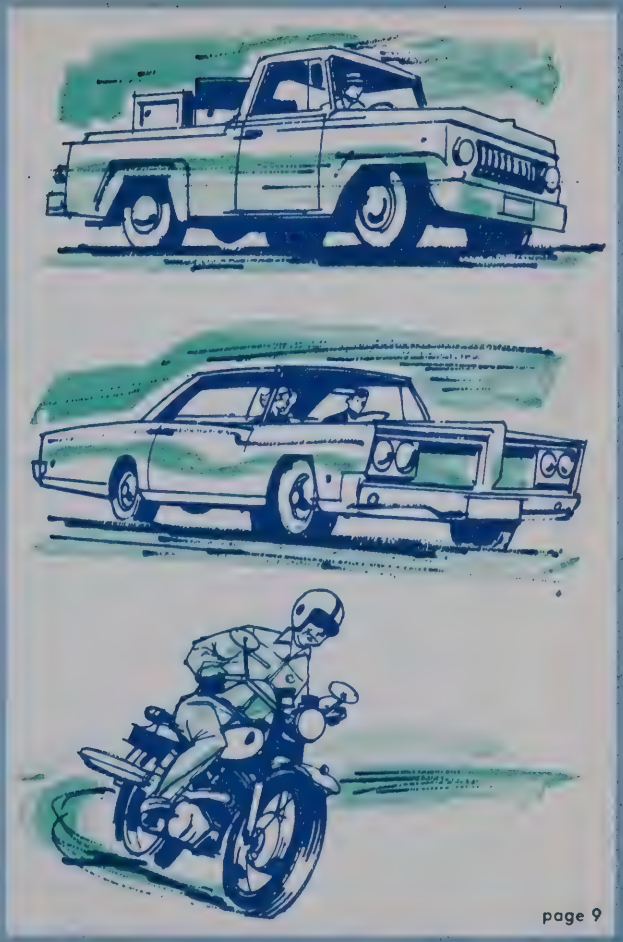
2. The applicant must be employed and paid as a driver at the time of certification.

3. The employer must have an operational training program which meets the minimum standards of the Secretary of State.

4. Classroom instruction and road testing must be supervised by a qualified safety officer, and the employer must maintain adequate classroom facilities.

5. The employer must maintain accurate driver performance records, and must be able to furnish them upon request.

6. The traffic safety officer of the place of employment must certify that the license applicant is qualified by experience, or that he has satisfactorily completed the company's prescribed course in classroom instruction and behind-the-wheel training.



THE DRIVER EXAMINATION consists of four parts . . .

VISION. Your vision will be tested to determine if you can see well enough to drive safely. If the test discloses that you require corrective eye lenses to meet the minimum visual standards, your license will be restricted to the operation of a motor vehicle *only* when wearing glasses or contact lenses.

HIGHWAY SIGNS AND SIGNALS. To drive safely you must be able to read and understand signs and signals. You will be asked to identify certain signs by their shape, color or the symbol appearing on them; and you will also be required to explain the meaning of other types of signs or signals. Read Chapter Three.

KNOWLEDGE OF TRAFFIC LAWS. You will be required to take a written examination to test your knowledge of Illinois traffic laws. Chapter Four tells you what you need to know.

DRIVING TEST. You must drive over a test route so the examiner can determine if you have the ability to operate a motor vehicle safely. Certain maneuvers will be graded, including starting, stopping, backing, turning, driving in proper lane, observance of signs and signals. Violation of a traffic law will cause you to fail, regardless of how well you do.

YOU MUST FURNISH THE VEHICLE in which the driving test is conducted and it must be properly licensed and equipped . . . see Chapter Two. It must also fit the classification of the license for which you are applying; if you wish to drive a motorcycle you must take the test on a motorcycle. Written examinations and road tests for certain types of vehicles — tractor-semis and motorcycles, for example—will include questions and maneuvers which are peculiar to that type of vehicle. Unless you have a valid drivers license or permit, your vehicle must be driven to the examination station by someone who has.

LICENSE FEES

Drivers license	$8.00
Instruction permit	8.00
Duplicate or corrected license	3.00

No additional fee will be charged for a drivers license when issued to the holder of an instruction permit who becomes eligible for such license.

LICENSE RENEWAL. Drivers licenses expire three years from date of issuance if renewal application is made prior to expiration. You will receive a renewal notice and application form in the mail approximately 30 days prior to the expiration of your license *if you are not required to take an examination and if you have notified the Secretary of State of any change of name or address, as required by law.*

All Illinois drivers will be re-examined over a period of nine years, beginning in January, 1969. The order of selection will be based upon the driver's performance record . . . this means that those who have had accidents and traffic law violation convictions will be the first to be tested. Instead of receiving a renewal application they will get a notice to report to the nearest driver examination station.

All drivers 69 years of age or older are required by law to be re-examined each time they make application for license renewal.

OPERATORS' AND CHAUFFEURS' LICENSES issued prior to January 1, 1969 will remain valid until expiration unless cancelled, suspended or revoked. Instruction permits issued prior to this date will also remain valid—regardless of the age of the applicant—for six months from date of issuance or until they are converted into a drivers license before the expiration date of the permit.

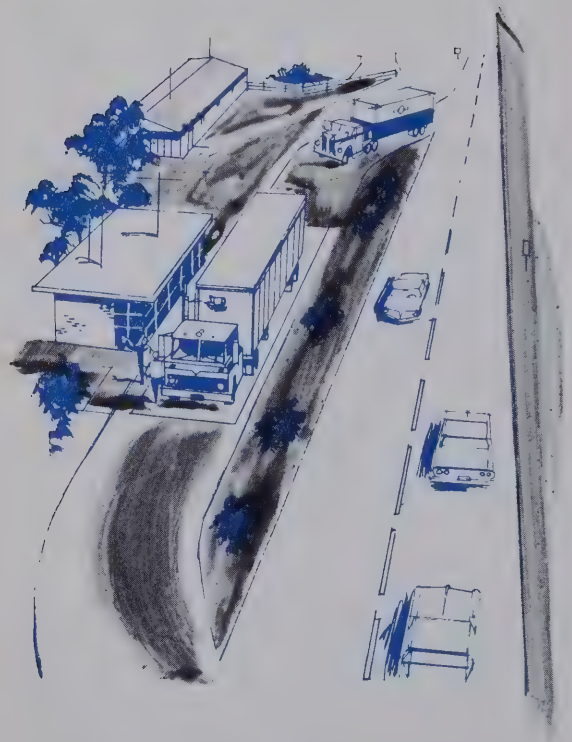
RECLASSIFICATION OF DRIVERS LICENSES. You may obtain a reclassification of your drivers license if you wish to operate other types of vehicles. To do this it will be necessary for you to go to your local examination station.

DUPLICATE AND CORRECTED LICENSES. If your license is lost, stolen or destroyed you may obtain a duplicate by making application therefor and paying the required fee. A corrected license may be obtained in the same way if the information stated on the original has changed, but the original must be attached to the application for correction. Application forms may be obtained from driver examination stations, currency exchanges, notaries public or by writing to the Secretary of State.

CHANGE OF NAME OR ADDRESS. If you change your name, by marriage or otherwise, or if you move to an address other than the one shown on your license you must notify the Secretary of State in writing within ten days of the old and new names and addresses. Be sure to give your correct driver license number.

YOU MUST HAVE YOUR LICENSE with you at all times when operating a motor vehicle, and you must show it upon demand of a law enforcement officer. If you cannot produce a license you will be given an opportunity in court or at the police station to prove that you had one.

It is unlawful to permit any other person to use your license, and the law also prohibits you from loaning your car to any person who does not have a valid license.



LICENSE IN LIEU OF BAIL. Any person who is arrested and charged with a violation of the state traffic law or with operating a motor vehicle without license plates may deposit his Illinois license with the officer who demands bail, in lieu of any other security for his appearance in court.

This provision does not apply whenever a driver is charged with leaving the scene of an accident involving death or personal injury, driving while intoxicated, reckless driving, drag racing or driving a vehicle which is overweight on axle.

The court may require, however, that the license also be deposited *in addition to cash bail* when persons are arrested and charged with leaving the scene of an accident, driving while intoxicated, reckless driving or drag racing. If a driver who has deposited his license in lieu of bail fails to appear in court to answer to the charge, the license will be sent to the Secretary of State for suspension or revocation.

PERSONS WHO ARE HIRED TO DRIVE are responsible, as well as the owners of the vehicles, insofar as motor vehicle and traffic laws are concerned. This means they should have a thorough knowledge and understanding of Chapters Two, Three and Four of this manual.

ALL VEHICLES WEIGHING 16,000 LBS. GROSS or more must stop each time they come to an open, official state weighing station; and the drivers are responsible for overweight on axle or license plates. The maximum permissible axle loads are shown in the table on the following page. Registration fees are listed according to weight on the reverse of truck and trailer license plate application forms.

TABLE OF MAXIMUM LEGAL WEIGHTS

VEHICLES HAVING TWO AXLES 36,000 LBS. / VEHICLES WITH CATERPILLAR TYPE TRACKS 40,000 LBS.

VEHICLES OR COMBINATIONS WITH THREE OR MORE AXLES

THREE AXLES WITH TANDEM

DISTANCE[1]	WEIGHT[2]
10 feet	41,000
11	42,000
12	43,000
13	44,000
14	44,500

THREE AXLES WITH OR WITHOUT TANDEM

DISTANCE[1]	WEIGHT[2]
15 feet	45,000
16	46,000
17	47,000
18	47,500
19	48,000
20	49,000
21 or more	50,000

FOUR AXLES

DISTANCE[1]	WEIGHT[2]	DISTANCE[1]	WEIGHT[2]
15 feet	50,000	26 feet	57,500
16	50,500	27	58,000
17	51,500	28	58,500
18	52,000	29	59,500
19	52,500	30	60,000
20	53,500	31	60,500
21	54,000	32	61,500
22	54,500	33	62,000
23	55,500	34	62,500
24	56,000	35	63,500
25	56,500	36 or more	64,000

FIVE OR MORE AXLES

DISTANCE[1]	WEIGHT[2]	DISTANCE[1]	WEIGHT[2]
42 feet or less	72,000	44 feet or more	73,280
43	73,000		

[1]Minimum distance to nearest foot between extreme axles [2]Maximum gross weight (pounds)

A TANDEM AXLE is defined by law as "Any two or more consecutive axles whose centers are more than 40 inches and not more than 72 inches apart, measured to the nearest inch between any two adjacent axles in the series." The gross weight transmitted to the road surface through such series of axles must not exceed 32,000 pounds, and no axle of the series may exceed the maximum weight permitted.

WHENEVER A POLICE OFFICER determines that the weight of a vehicle is unlawful, the officer must require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce the gross weight to the limits permitted by law. Any material unloaded must be cared for by the owner or operator of the vehicle, and must be done so at the risk of the owner or operator.

THE DRIVER OR OWNER of an overweight vehicle, or both, must be arrested by the policeman who determines that the weight is unlawful; except that no arrest ticket will be issued when the overweight is 1,000 lbs. or less and the owner or operator shifts or removes the excess. It is a misdemeanor for a driver to refuse to stop at an official weighing station; or to refuse to obey a police officer who orders an excess load to be removed or shifted.

PENALTIES. Owners and drivers who are convicted of overweight violations will be fined a total amount as shown in the table below.

OVERWEIGHT			RATE PER LB.
More Than		Not More Than	
1,000 lbs.	and	2,000 lbs.	2 cents
2,000		3,000	4
3,000		4,000	6
4,000		5,000	8
5,000			10

OTHER REQUIREMENTS

VEHICLE REGISTRATION CARD. Illinois law requires that the registration card for a motor vehicle of the second division shall be carried in the vehicle to which it refers or by the person driving such vehicle. The driver must display the same upon demand of a police officer or any officer or employee of the Secretary of State.

EXPLOSIVES. Vehicles carrying explosives must be marked on each side and rear with the word "EXPLOSIVES" in letters not less than eight inches high; or a red flag must be displayed on the rear, not less than 24 inches square and marked "DANGER" in white letters at least six inches high. Vehicles carrying explosives must have at least two fire extinguishers.

FLAMMABLE LIQUIDS. No person may operate a cargo vehicle used for the transportation of flammable liquids during hours when lights are required unless the vehicle is marked with reflectorized paint on each side and rear with the word "FLAMMABLE" in letters at least three inches high.

SCHOOL BUSES are regulated by the Superintendent of Public Instruction, and persons who wish to drive these vehicles should write to his Springfield office for a copy of the rules. You may also obtain information from your local office of the County Superintendent of Schools.

DOCUMENTATION OF VEHICLE MOVEMENTS. Trucks and buses which do not have Illinois license plates and which are carrying persons or property must carry a document which states the following information:

1. The point of origin and destination of the vehicle and its cargo or the persons being carried;
2. Whether the movement is for-hire or not-for-hire; and
3. Whether the movement is interstate or intrastate as defined by the Illinois Vehicle Law.

INTERSTATE COMMERCE is defined as transportation between two or more states or transportation originating in one state and passing into or through other states for delivery in another state, and which is not intra state.

INTRASTATE COMMERCE is defined as transportation originating at any point within this state and destined to any other point or place within this state, irrespective of the route, highway or highways traversed, and including transportation which passes into or through another state before delivery is made within this state, and including any act of transportation which includes or completes a pickup within Illinois for delivery within Illinois.

INTERSTATE OPERATORS are also required to observe certain federal regulations. Drivers who wish to operate trucks which are engaged in this type of service should write for a copy of *Motor Carrier Safety Regulations*, published by the Interstate Commerce Commission. It may be obtained for thirty-five cents from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

YOU CAN LOSE YOUR LICENSE

When your first license is issued a file will be established in the Secretary of State's office, and your driving performance will be recorded as long as you remain a resident of Illinois. All reports of accidents and traffic law violation convictions will be posted to your record by an electronic computer which calculates the score each time a new item is added.

Appropriate action will then be taken in accordance with the Illinois point system for driver control. This may include a warning letter, re-examination, an interview, suspension or revocation, depending upon the circumstances.

YOUR LICENSE WILL BE REVOKED if you are convicted of . . .

- Manslaughter or reckless homicide resulting from the operation of a motor vehicle.
- Driving or being in actual physical control of a vehicle while under the influence of drugs or intoxicating liquor.
- Any felony under the laws of any state or the Federal Government, in the commission of which a motor vehicle was used.
- Leaving the scene of a motor vehicle collision in which you are involved as a driver, if such collision results in death or personal injury.
- Perjury or the making of any false affidavit to the Secretary of State.
- Three charges of reckless driving within a period of twelve months.
- Drag racing.
- Theft of a motor vehicle or a part thereof.
- Violation of the Financial Responsibility Law relating to the operation of motor vehicles used for the transportation of persons for hire.

YOUR LICENSE MAY BE SUSPENDED OR REVOKED if you . . .

- Commit an offense for which mandatory revocation is required upon conviction.
- Are convicted of committing three or more moving offenses against traffic regulations within any 12 month period.
- Are repeatedly involved as a driver in motor vehicle collisions or repeatedly convicted of offenses against laws regulating the movement of traffic.
- Unlawfully operate a motor vehicle and thereby cause or contribute to an accident resulting in death or injury to any person.
- Allow an unlawful or fraudulent use of your license or permit.
- Are convicted of an offense in another state which, if committed in Illinois, would be grounds for suspension or revocation.
- Refuse or fail to submit to a driver examination as provided by the Drivers License Act, or fail to pass such examination successfully.
- Make a false statement or knowingly conceal a material fact in applying for any license or permit.
- Are convicted of attempting to elude a police officer.

- Display or represent as your own any license or permit not issued to you.
- Are found to be ineligible for a license which has been issued to you.
- Fail to comply with the restrictions imposed on your license.
- Take a driver examination for the purpose of obtaining a license for another person.
- Are under 18 years of age and you operate a motor vehicle while you are in violation of the curfew law.

YOU WILL ALSO LOSE YOUR LICENSE

- If you are convicted of any of the misdemeanors which are listed below.
- If you are convicted of a violation of Section 21-2 of the Criminal Code of 1961 relating to criminal trespass to vehicles.
- If you are convicted of the possession or sale of any blank license or permit.
- If you deposit your driver's license in lieu of bail after being arrested for a traffic law violation and fail to appear in court to answer to the charge, or otherwise satisfy the court.

IF YOU ARE CONVICTED of driving while your license is revoked or suspended, or if you are convicted of a traffic law violation which indicates that you were driving during a time when your license was suspended or revoked, the period of suspension or revocation will be automatically extended for an additional like period.

IT IS A MISDEMEANOR for any person to . . .

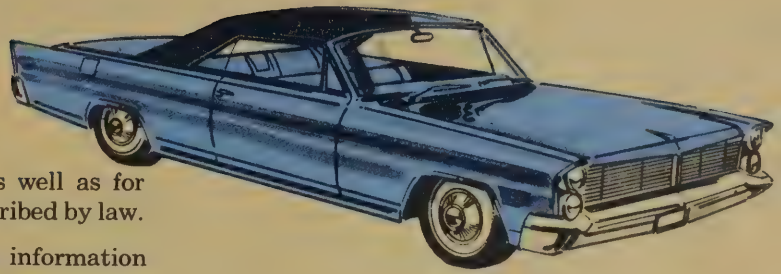
- Possess, display or permit to be displayed any cancelled, revoked, suspended, fictitious or fraudulently altered license or permit.
- Lend a license to another person or permit the use thereof, or to permit any unlawful use of a license issued to him.
- Display or represent as his own any license or permit not issued to him.
- Take a driver examination for another person.

PENALTIES FOR UNLICENSED DRIVING

- Driving after suspension or revocation, or before reinstatement of driving privileges, is punishable by imprisonment from 7 days to one year and a fine not to exceed $1,000.
- A fine of not less than $20 nor more than $300 may be imposed for driving with an expired driver's license, and the minimum fine is $50 if the expiration period is greater than 6 months.
- Persons who have never had a license may be punished by imprisonment from 3 days to one year and a fine not to exceed $1,000.

CHAPTER TWO

THE MOTOR VEHICLE



There are licensing requirements for the motor vehicle as well as for the driver, and certain equipment specifications are also prescribed by law.

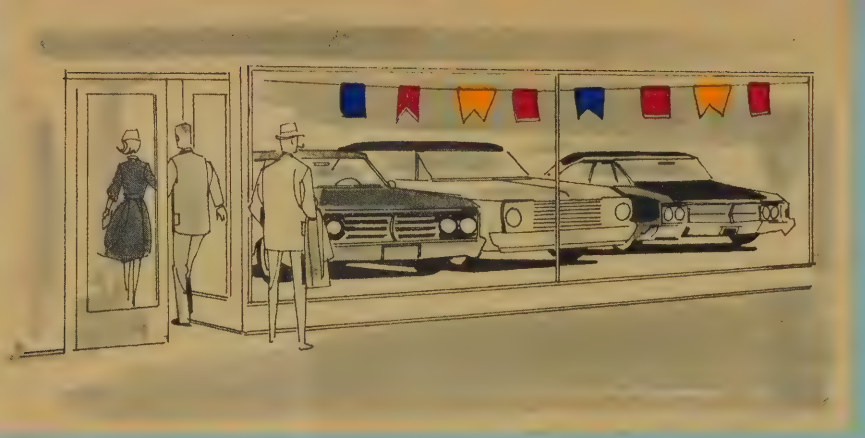
New or temporary residents will find in this chapter the information they need concerning license plates and equipment. Other car owners should check the requirements to determine whether they are operating their automobiles in compliance with the law.

LICENSE PLATE REGISTRATION AND CERTIFICATE OF TITLE

VEHICLES PURCHASED IN ILLINOIS

If you purchase a new or used car from a licensed Illinois dealer, the dealer must complete the necessary application forms to obtain your license plates, certificate of title or transfer; and he must send these items to the office of the Secretary of State along with separate remittances in payment of license fees and sales tax. This is a requirement of the Illinois law.

If you buy an automobile from someone other than a dealer, you must take care of your own application forms. No sales tax remittance is required in this type of a transaction. Applications for certificate of title and license plates or transfer must be accompanied by a remittance for the proper fee, as indicated on the reverse of the form, and by a properly assigned certificate of title issued in the name of the person from whom the vehicle is being purchased. These documents may be mailed to the Secretary of State's Office, State Capitol, Springfield, Illinois 62706; or they may be presented in person at the Centennial Building, Springfield. They may also be presented at any one of the three Chicago motor vehicle facilities . . . 5401 North Elston Avenue, 9901 South Park Avenue and 5301 West Lexington Street.



VEHICLES PURCHASED OUTSIDE OF ILLINOIS

If you are an Illinois resident and you buy a car from a person or a dealer outside the state, you must submit the following items to the Secretary of State in order to obtain a license plate registration or transfer and a certificate of title:

1. Applications for certificate of title, license plates or license transfer.

2. Remittance in payment of fee, as indicated on reverse of the application form.

3. Certificate of Origin, properly assigned by the car dealer, if purchased new. If it is a used car, an assigned certificate of title issued by the state in which purchased is required. If the state where purchased does not issue a title, the most recent registration certificate for license plates must be submitted, as well as a chain of notarized bills of sale from the last registered owner to the Illinois buyer.

4. For the Illinois Department of Revenue (use tax), a notarized bill of sale from the dealer showing the purchase price and the trade-in allowance; along with a remittance in the amount of 4¼% of the purchase price less the trade-in. The remittance must be made payable to the Department of Revenue, but all items must be mailed or presented to the Secretary of State.

If an Illinois resident who buys a motor vehicle outside Illinois is liable for Illinois use tax, he may claim depreciation of 2% of the purchase price for each full month of prior out-of-state use (if any) by him, and he may take credit against the Illinois use tax for sales or use tax previously paid by him in another state on the same vehicle.

If purchased from a private individual outside the state of Illinois, no use tax payment is required.

VEHICLES BROUGHT INTO ILLINOIS BY THEIR OWNERS

Persons who are visitors or temporary residents of Illinois may operate passenger cars which are properly registered (license plates) in their home state.

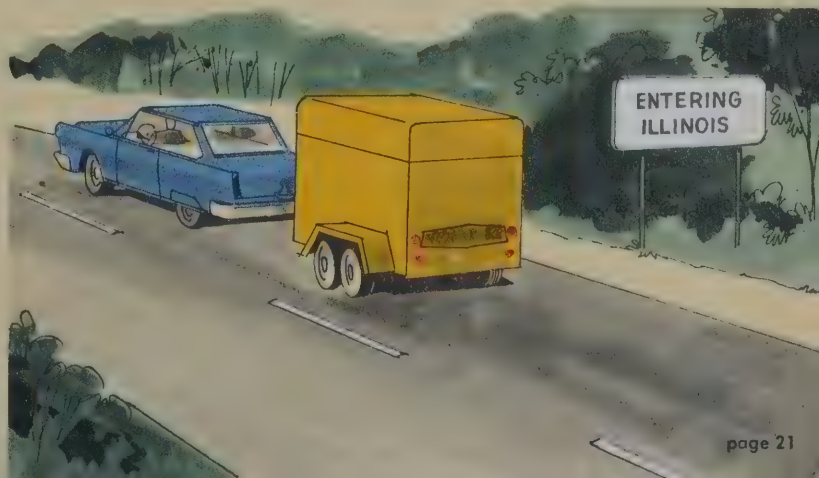
Any person who is a resident of another state and who is engaged in business in Illinois is granted a grace period for his own or his company passenger car equal to the reciprocity privileges offered to Illinois residents by his home state. After the end of this period the vehicle must be registered in Illinois.

A passenger car owner who is a legal resident of another state, and whose vehicle is properly registered in that state, is also granted a grace period equal to that offered by his home state. When this period expires he must obtain Illinois license plates if he wishes to continue to operate the automobile. If the car was registered in the home state for at least three months before being brought into Illinois, no use tax payment is required.

A legal resident of another state who brings a motor vehicle into Illinois and desires to obtain Illinois license plates and title may claim the following use tax exemption credits if the vehicle was registered for less than three months in the home state.

- Two percent depreciation from the purchase price for each full month of prior out-of-state use.
- Sales or use tax paid in the home state.

Whenever a use tax exemption is claimed on a vehicle that was purchased outside Illinois by a person who was not a resident of Illinois at the time of purchase, and who seeks to title the vehicle in Illinois, Department of Revenue form number RUT-9 must be submitted along with applications for license plates and certificate of title. This form may be obtained by writing to the Department of Revenue, 101 State Office Building, Springfield.



LICENSE PLATE RENEWALS for vehicles registered in Illinois may be obtained in three ways:

- Mail application and fee to the Secretary of State, State Capitol, Springfield.
- Present application in person at the Springfield office of the Secretary of State, or at one of the three Chicago motor vehicle facilities.
- Present application to one of the banks throughout Illinois which is authorized to issue renewal license plates for passenger cars.

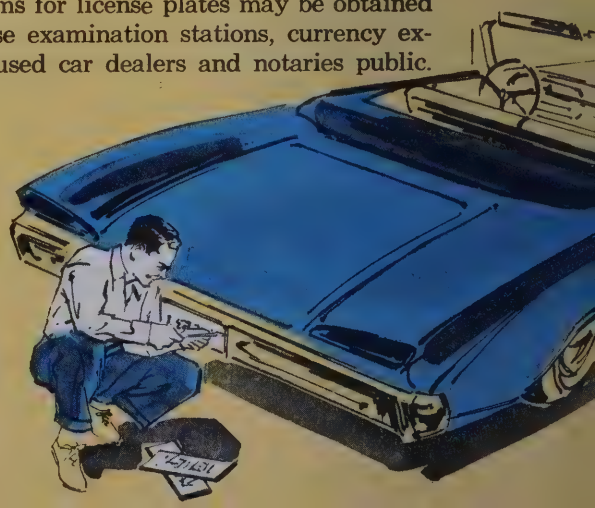
LICENSE REGISTRATION FEES for passenger automobiles range from $8.00 to $24.00, depending upon the size of the engine. Truck fees are determined by the gross weight of vehicle and load.

ALL PASSENGER CAR REGISTRATIONS issued during a calendar year expire between January 1 and March 1 of the following year, upon a date previously determined and announced by the Secretary of State. Applications for renewal are due not later than December 15 of each year, and persons who desire reassignment of the same license number must submit a renewal application to be received on or before September 30.

DISPLAY OF LICENSE PLATES. All vehicles except motorcycles, trailers, semi-trailers and truck-tractors must display two license plates–one in the front and one in the rear. Motorcycles and trailers must display one plate on the rear, and truck-tractors must have one plate attached to the front.

License plates must be securely fastened to the vehicle for which they were issued, in a horizontal position in a manner to prevent swinging, at a height of not less than 12 inches from the ground. License plates must be maintained in such condition as to be clearly legible.

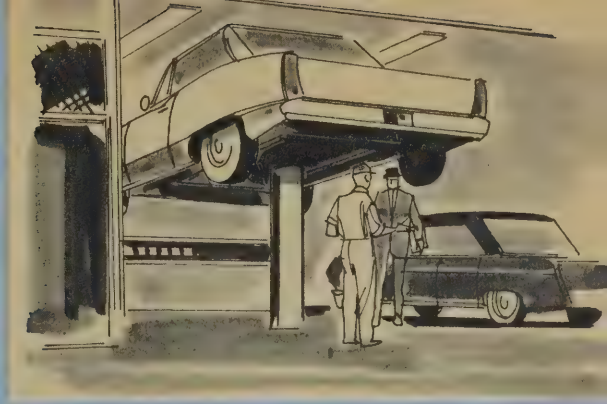
Application forms for license plates may be obtained from driver license examination stations, currency exchanges, new or used car dealers and notaries public.



EQUIPMENT

Illinois law prohibits the driving or moving upon a street or highway of any vehicle which is in such unsafe condition as to endanger any person or property. In addition, certain items of equipment are required and performance standards are established therefor.

Periodic motor vehicle inspection for passenger cars is not compulsory in Illinois; and it is the sole responsibility of the owner, therefore, to maintain his automobile in safe mechanical condition. This means that regular safety checks must be made at a garage or service station.



VEHICLE LIGHTING

HEAD LAMPS. Two required (one on motorcycles), with white or yellow tinted lights visible for at least 500 ft.

LICENSE PLATE LIGHT. The rear license plate must be lighted so as to be legible for at least 50 feet, and the lamp must be connected so as to be lighted whenever the head lamps are lighted.

TAIL LAMP. All motor vehicles, trailers and semi-trailers, except motorcycles, must have two tail lamps mounted on the left and right rear, with red lights visible for at least 500 feet.

PROJECTING LOADS extending more than 4 ft. to the rear of a vehicle must display, during hours of darkness or periods of poor visibility, a red light at the rear of the load which is visible for at least 500 ft.

LIGHTED PARKING LAMPS are required, both front and rear, on any motor vehicle which is standing on any highway during the period from sunset to sunrise. Local communities have the authority to permit unlighted night parking on lighted streets under their jurisdiction.

LIGHTS REQUIRED ON ALL VEHICLES. Every vehicle, including animal-drawn vehicles, when being operated upon a highway during the period from sunset to sunrise or any other time when visibility is so limited as to require the use of lights for safety, must be equipped with at least two lamps displaying a white light visible for 1,000 feet to the front of the vehicle and two lamps displaying a red light visible not less than 1,000 feet to the rear of the vehicle; *if not otherwise specifically required to be equipped with headlights and taillights.*

LIGHTING EQUIPMENT REQUIREMENTS

SPOTLIGHTS. More than one is prohibited. When approaching another vehicle, it must not be directed to the left nor more than 100 ft. ahead.

ADDITIONAL OR AUXILIARY driving lamps or head lamps cannot exceed three. They must be mounted not less than 12 inches nor more than 42 inches above the surface of the roadway.

COWL OR FENDER LAMPS are limited to two, and they must have non-glare, white or amber lights.

RUNNING BOARD LIGHTS are restricted to one on each side, and they must be white or amber.

BACKUP LIGHTS must turn off when the vehicle is going forward.

NO MORE THAN FOUR lights on the front of a vehicle may be turned on at the same time if any one of them is more than 300 candlepower.

RED LIGHTS visible from the front are prohibited except for police or emergency vehicles.

FLASHING OR MOVING LIGHTS, other than turn signals or hazard indicators, are prohibited except as authorized for certain special types of vehicles.

HEAD LAMPS AND TAIL LAMPS MUST BE LIGHTED during the period from sunset to sunrise, *and at any other time* when visibility is so limited as to require the use of lights for safety.

HEADLIGHTS MUST BE DIMMED at least 500 feet before meeting and 300 feet before overtaking another vehicle.

PARKING LIGHTS ONLY are prohibited while driving when lighted head lamps are required, but they may be used in addition to other lights.

OTHER EQUIPMENT

BRAKES. Four-wheel brakes are required for all new motor vehicles sold in Illinois, except motorcycles. A separate emergency or parking brake mechanism must be provided for at least two wheels.

Brakes must be adequate to stop a vehicle traveling 20 miles per hour within a distance of 30 feet upon dry pavement. The emergency or parking brake must be able to stop the vehicle within 55 feet under similar circumstances, and must be able to hold it stationary upon a grade or hill.

Brakes must be maintained in good working order and must be balanced to operate equally.

HORN. All motor vehicles must be equipped with a horn which can be

heard for at least 200 feet. Horns with unreasonably loud or harsh sounds are prohibited, and no horn may be sounded unless necessary. Sirens, whistles or bells are prohibited except on authorized emergency vehicles.

MUFFLER. All motor vehicles must at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise or annoying smoke. Cut-outs and bypasses are illegal, and modification of the exhaust system to amplify or increase noise is prohibited.

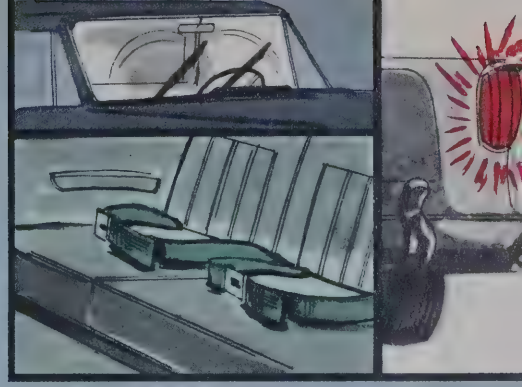
MIRRORS. All motor vehicles must be equipped with a rearview mirror capable of reflecting a view of the highway for at least 200 feet.

OBSTRUCTING VIEW. Windshields and windows must not be covered with any signs or stickers which obstruct the driver's view. No object may be placed or suspended on any part of the inside of a motor vehicle except religious or lodge statues six inches or less in height, or wearing apparel suspended behind the driver and not obstructing the driver's view.

WINDSHIELDS must be equipped with wipers and all glass must be of an approved safety type.

STOP LIGHTS. All vehicles must be equipped with at least one red stop light, visible for a distance of not less than 500 feet to the rear in normal sunlight, and actuated upon application of the brake.

TURN SIGNALS. All motor vehicles, except motorcycles, and all trailers and semi-trailers must be equipped with electric turn signals visible for at least 300 feet in normal sunlight. Front signals must be white or amber and rear signals must be red.



SEAT BELTS. All new passenger cars sold in Illinois must be equipped with two sets of safety belts for the front seat. No Illinois licensed passenger car of a model later than 1960 may be operated unless the front seat is equipped with two sets of safety belts. All belts and installations must meet the standards prescribed by the Illinois Department of Public Safety.

STUDDED TIRES may be used from October 1 to May 1 on single-tire vehicles of not more than 10,000 lbs. gross vehicle weight if they have wheelwells.

SPECIAL EQUIPMENT FOR SECOND DIVISION VEHICLES

SCHOOL BUSES must be equipped with two alternately flashing red lights, front and rear, mounted as high and spaced as widely as practicable, and visible for 500 feet in normal sunlight. They must be connected to the brake pedal by means of a toggle switch. Every school bus with a capacity of 16 passengers or more must be equipped with a three-bar amber clearance light on the front; and the lights must be illuminated at all times while the bus is being operated. Every school bus must comply with the color requirements established by the Superintendent of Public Instruction, and all signs indicating "SCHOOL BUS" must be covered when the bus is being operated for purposes other than transportation of children in connection with school activities.

CLEARANCE, IDENTIFICATION AND SIDE MARKER LIGHTS. Second division vehicles or combinations thereof longer than 25 feet or wider than 80 inches must have certain types of lighting equipment if they are operated outside the limits of cities, towns or villages between sunset and sunrise.

- Two yellow lights, one on each upper front corner, visible for 500 feet.
- Three red lights in a horizontal line on the rear of the vehicle, visible for 500 feet.
- One yellow reflector on the lower left-hand and right-hand front corners.
- Red reflectors on the rear, not more than 12 inches from the lower left and right corners.

All second division vehicles more than 20 feet long and all trailers and semi-trailers of more than 3,000 lbs. gross weight which are being operated outside the limits of cities, villages or towns between sunset and sunrise must be equipped with two amber reflectors mounted on each side, not higher than five feet above the surface of the road and at approximately one-third the length of the side of the vehicle.

Every trailer and every semi-trailer having a gross weight of 3,000 lbs. or less must be equipped with two red reflectors, mounted on the rear not more than 12 inches from the two corners, and visible for at least 300 feet in the headlight beams. Trailers and semi-trailers must also be equipped with electric turn signals.

WARNING FLAGS AND FLARES. All vehicles of the second division which are operated outside of a business or residence district must carry at least three red warning flags and three flares, lanterns or approved reflectors visible for 500 feet for a period of 12 hours.

SPLASH GUARDS. No motor vehicle of the second division, except a truck-tractor, may be operated on a highway in Illinois outside the limits of a city, village or town unless it is equipped with properly attached splash guards of a type which meets the specifications of Section 121.02 of the Uniform Act Regulating Traffic on Highways.

NAME AND ADDRESS OF OWNER. No second division vehicle (see definition), except those listed below, may be legally operated upon the highways of this state unless there is painted or otherwise firmly affixed to such vehicle on both sides thereof in a color or colors vividly contrasting to the color of the vehicle the name and address of the owner thereof and the certificate or permit number of such vehicle, if any. The size of the letters must be at least 2 inches high and the brush strokes must be at least ½ inch wide.

Farm tractors, farm machinery, farm wagons, wagon-trailers, campers, house cars, house trailers, single boat trailers and second division vehicles owned by licensed vehicle dealers and manufacturers (while being used for demonstration or delivery) are exempted from name and address requirements.

CHAPTER THREE

HIGHWAY SIGNS, TRAFFIC SIGNALS AND PAVEMENT MARKINGS

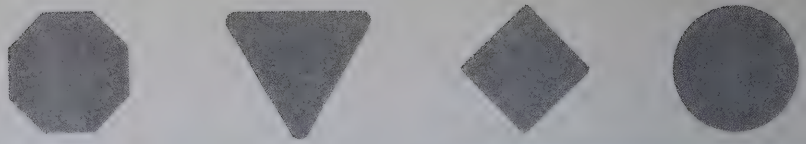
It would be quite difficult, if not impossible, to drive upon our modern, complex highway systems without the aid of signs and signals. Not only would we get lost, but the death and accident rate would rise to the point where we would fear to venture forth. Traffic jams would stall the movement of vehicles and highway travel might even become impractical.

Signs and signals tell drivers *where they are* and *what to do*. They furnish necessary information and regulate the flow of traffic, making a trip both safe and pleasant.

Yes, signs and signals are of the utmost importance . . . but just looking at them is not enough. You cannot drive safely and obey the traffic laws unless you *understand the message*. Chapter Three of this manual will help you. Study it carefully.

THE SHAPE TELLS THE STORY

You must be able to recognize the *outline* of the four types of highway signs . . .



THE EIGHT-SIDED (Octagon) SHAPE *always* means STOP. A stop sign is red with white letters. When you come to it you must make a *complete stop* before entering a marked crosswalk or crossing a marked stop line. If there is no crosswalk or pavement marking, you must stop at the point nearest the intersecting roadway where you have a view of approaching traffic. *After stopping* you must not start again until you have yielded the right-of-way to pedestrians and to approaching traffic on the through highway, *and until a safe interval occurs.*

THE YELLOW TRIANGLE tells you to YIELD THE RIGHT-OF-WAY. This means that you must slow down to a speed reasonable for existing conditions and stop if necessary. You must then yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard.

A DIAMOND SHAPE means WARNING. Warning signs are yellow with black letters or markings. Observe them carefully . . . they tell you what is coming up ahead.

A ROUND SIGN always means RAILROAD CROSSING. It is yellow with black markings, and it is posted from 400 to 700 feet in front of the crossing in rural areas. This sign tells you to *Look, Listen and Slow Down* because you may have to stop. Roll down the car window—if the wind is in the wrong direction you may not hear the whistle. If a train is approaching STOP! Don't try to figure time and distance . . . you'll never have another chance if you get a wrong answer. See Page 65 for laws regulating traffic at railroad crossings.

These signs are posted at certain types of intersections and they tell which lanes you **must** use when turning or going straight ahead. Make sure to observe them far enough in advance to get into the proper lane.

REGULATORY SIGNS

Regulatory signs tell us what we *must do*. Drivers are required to obey them in the same manner as traffic laws. The stop sign is one example . . . others are illustrated on the following pages.

When there are two lanes for traffic in each direction, stay in the right-hand lane except when overtaking and passing slower vehicles.

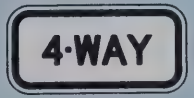
This sign marks the end of a no-passing zone. **Warning** . . . passing is prohibited unless it is safe to do so.

Just a reminder . . . it means exactly what it says.

Posted at the beginning of a zone in which passing is prohibited.

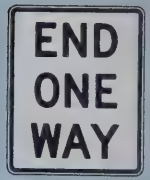
Tells you **where** to stop when you come to a stop sign or signal, if the stopping place is not located at the sign.

Try to see these in time to avoid a traffic law violation.



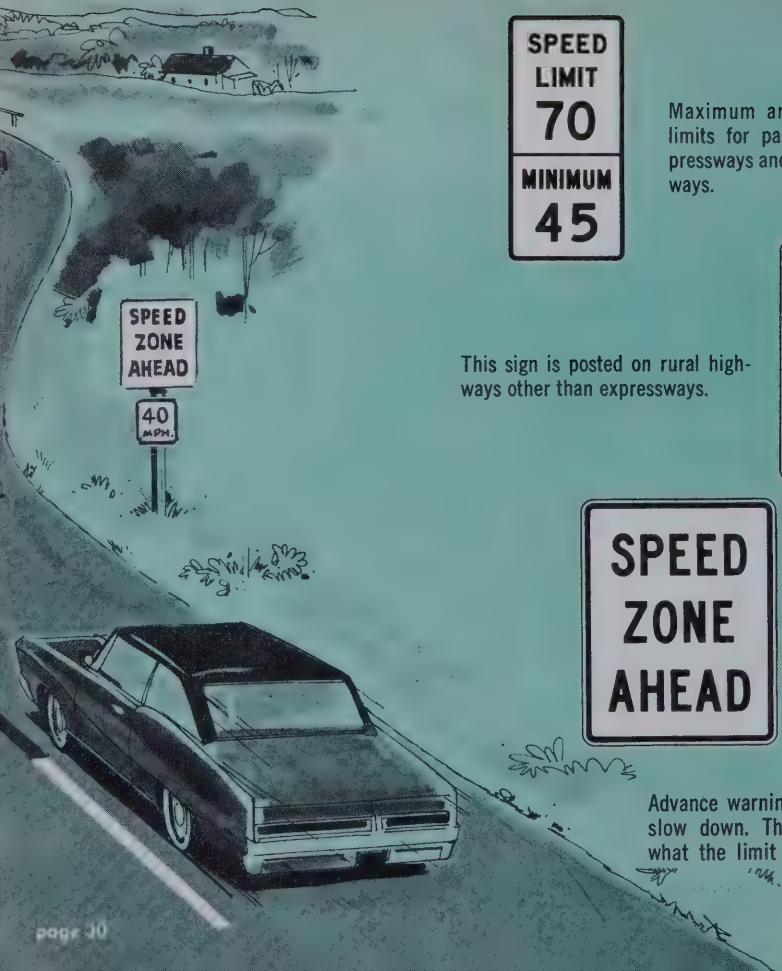
There are four stop signs at this intersection . . . traffic from all directions must come to a halt. The small sign illustrated above is mounted just below the stop signs.

Watch for this one! It can be highly dangerous or quite embarrassing if you miss it . . . and you might get a ticket.



These tell you to prepare to go from a one-way into a two-way highway. Be careful, and make sure you get into the proper lane.

This one is used at intersections where the signals may be complicated or confusing. It reminds you to watch the traffic light which controls the road or lane on which you are traveling.



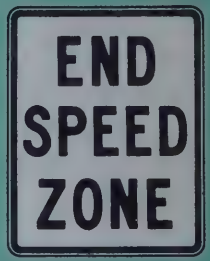
Maximum and minimum speed limits for passenger cars on expressways and limited-access highways.

This sign is posted on rural highways other than expressways.

Advance warning! Don't miss it, and slow down. The smaller sign tells what the limit will be.

Signs like this inform drivers of the maximum limits in speed zones and urban areas.

Maximum speed limit for these types of vehicles on expressways and in rural areas.



One of these is posted at the end of a speed zone, except on highways where the limit is over 65.

WARNING SIGNS

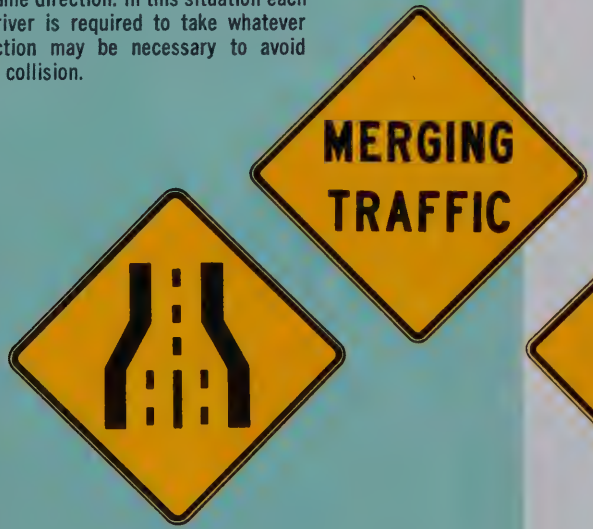
Warning signs alert drivers to conditions which lie immediately ahead, and tell them what to look for. There may be road hazards, changes in direction or some other situation which requires action on the part of the driver. Not only must warning signs be observed for the sake of safety, but disregard may be a traffic law violation.

◀ A stop signal is 300 ft. ahead. **Slow down** . . . school children may be crossing.

Slow down and be prepared to stop. There is an intersection or crosswalk 400 ft. ahead which is used by school children, and it is not protected by a signal light. ▶

These three signs give you advance warning of other signs or signals which may not yet be visible, but which are so close as to require slowing down at this point. They are also used in high-speed areas.

Posted on multilane divided highways 300 ft. in advance of the point where traffic from a side road enters the main roadway on a ramp, this sign warns drivers to be alert for other traffic traveling in the same direction. In this situation each driver is required to take whatever action may be necessary to avoid a collision.



A most important warning, it tells you that two lanes of traffic will soon merge into one. Watch carefully and be prepared to change lanes or wait for an interval.

These signs are posted from 400 to 700 ft. in advance of turns and curves. Be sure to note the shape of the arrow—it tells what to expect—and be doubly sure to observe the small sign underneath. It tells the maximum **safe** speed for the curve, as determined by highway engineers.

Crossroad and side road—used to warn of intersections ahead where traffic is likely to be encountered, or where advance visibility is poor.

Slow down and watch for destination signs or road markings. You are going to have to make a decision . . . you must turn either to the right or the left.

This one is used on two-lane roads and it warns drivers that they are approaching an area where two cars cannot safely pass each other without slowing down.

Watch for narrow pavement ahead in your lane. You may have to adjust your position to stay on the road.

All pavement is more or less slippery when wet, but this sign warns of extreme conditions. You have just 500 ft. in which to slow down and get ready for it. Failure to observe may suddenly end your trip.

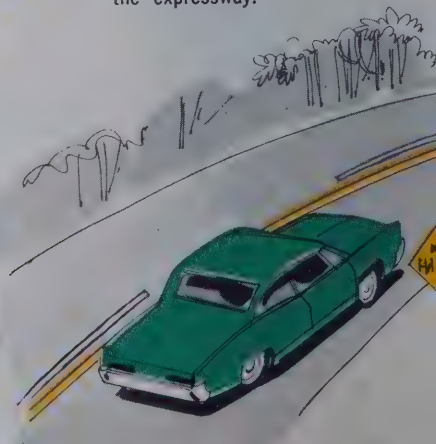
Watch for other traffic and get into the proper lane. You are approaching a short stretch of divided highway at an intersection.

These signs are posted in advance of the beginning and end of a section of highway where traffic is separated by a center strip for at least ½ mile. Be careful as you approach the point where two-way traffic begins again.

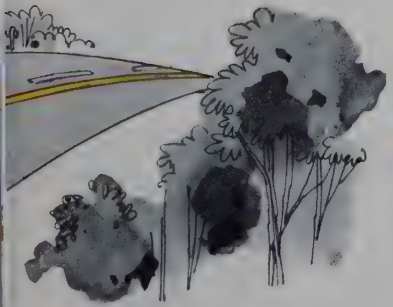
Pay attention—this isn't an ordinary hill. The sign is used only when advance warning is required of downgrades so long, so steep or with such sharp curves that special precautions are required on the part of the driver. Slow down **before** you start down.

Don't miss this one! The pavement ahead is unfinished and all lanes are barricaded. **You must slow down** and turn off the expressway.

Placed on an obstruction in the roadway. You must drive either to the right or to the left.



These are posted in front of expressway exit and entrance ramps. They show the maximum safe speed at which an automobile can be driven on the curved roadway. If you disregard, you may find yourself in real trouble.



Start slowing down **now**—don't wait until you get there.

Four hundred feet ahead there is a school by the side of the highway. Slow down, watch carefully and prepare to stop suddenly if necessary. Remember—schools may hold classes at different hours, and many school activities are conducted at night.

Watch both sides of the street when you see this sign. It is used to show the location of a marked pedestrian crosswalk **which is not at an intersection.**

Signs like these are used to warn drivers of hazardous crossings and intersections where unusual or unexpected traffic movements may occur. Take heed.

GUIDE SIGNS

Guide signs are your best friend when you are driving, especially if you are not in your home area. They tell you where you are, what road you are on and how to get to where you wish to go. They furnish information which makes the trip more pleasant and interesting, and if you read them they will also help to keep you awake.

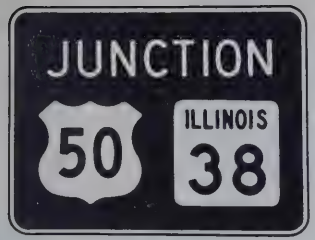
This is a route marker and you will see it on interstate expressways.

▼ State routes are posted with signs like these.

U.S. route markers. You will be watching for them when you are traveling through more than one state.

◀ You will find this sign post on some county roads.

▶ A small sign meaning junction or intersection. It is used in combination with other route markers.

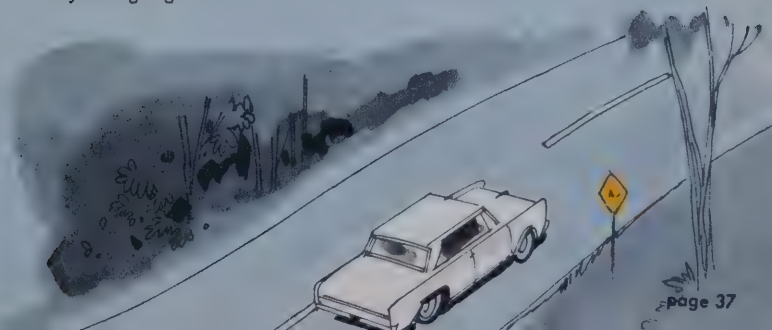


You are approaching the intersection of your route with U.S. Rt. 50 and Illinois Rt. 38. Watch for other signs directing you to the road which you wish to take.

◀ This is called a hazard marker or clearance marker. It is 3 ft. high with alternating black and white stripes and it is used to call attention to obstructions or other hazards close to the roadway. When you see one, be careful.

Mounted above the route marker, these give necessary additional information. ALT means alternate route.

These little signs seem simple enough, but don't overlook them. They are used with route markers to show the direction in which the road goes. If you miss one you might get lost.



Signs like this one are posted in front of intersections and they show where you will go if you take that road.

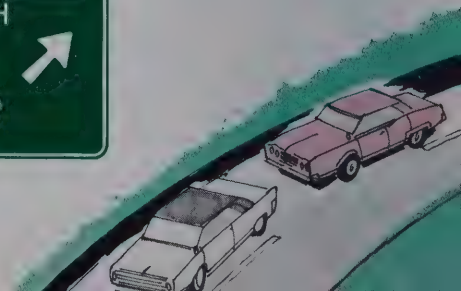
Signs like this are posted on main highways, just beyond intersections and city limits, to inform drivers of the distance to other points.

Used at intersections with secondary roads, they name the closest town and tell the distance.

Look for this one when you park. It points to a nearby public lot or garage.

When you wish to stop this sign is a welcome sight. "R" or "L" means right or left, and this little sign tells you on which side of the road you will find the rest area.

Look for signs like these when you travel—they tell you how to get to your destination.



LEFT
TURN
LANE

Either of these two signs may display the word "LEFT" or "RIGHT."

There is a storage lane here, and you must get into it if you wish to turn.

RIGHT
TURN
SIGNAL

This means that the signal light next to the sign is for the regulation of right turns only. Watch for other lights if you wish to turn left or go straight ahead.

REST AREA
2 MILES

REST AREA
RIGHT LANE

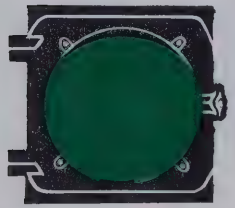
Expressway signs such as these give advance notice and tell what lane to get into.

If you are hungry, sleepy or low on gas you will be looking for one of these signs.

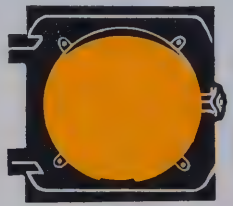
FOOD – PHONE
GAS – LODGING
NEXT EXIT

TRAFFIC SIGNALS

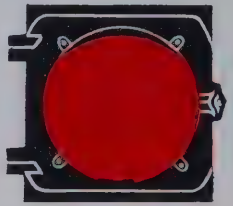
A traffic signal is an electrical device which warns drivers or directs them to do something. The most common one is the familiar "stop-and-go" light. Disregarding or disobeying a traffic signal is a traffic law violation, as well as a dangerous and foolish mistake.



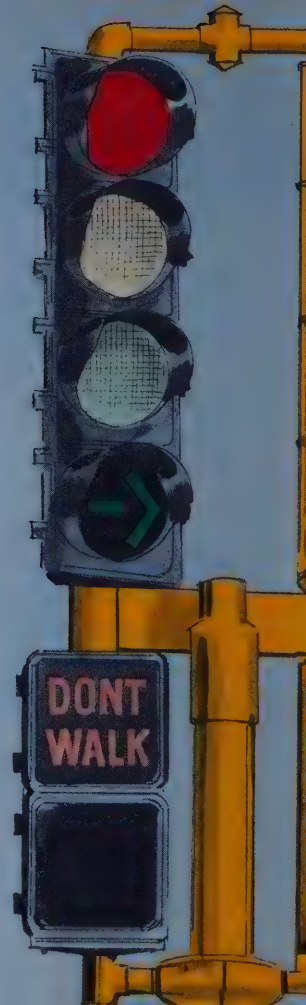
GO—but not until safe to do so. You may go straight ahead or you may turn right or left, unless prohibited by some other sign or signal or by a traffic policeman. You must first, however, yield the right-of-way to vehicles and pedestrians within the intersection when the light changed to green. Don't take a nap though, or do a make-up job—the drivers behind you are in a hurry to move along.

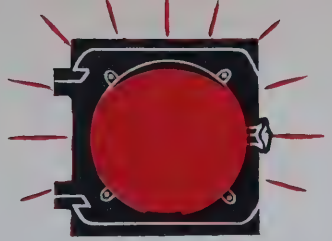


CAUTION—The red light is coming up! The steady yellow signal light means that the green signal is being terminated and that a red signal will be exhibited immediately thereafter. You are prohibited from driving into the intersection after the red light appears.

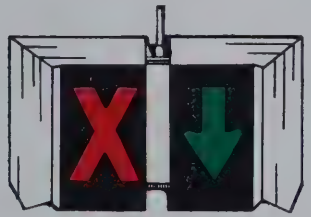


STOP at the stop line. If none, stop before entering the crosswalk or intersection. Remain standing until the signal changes to green.

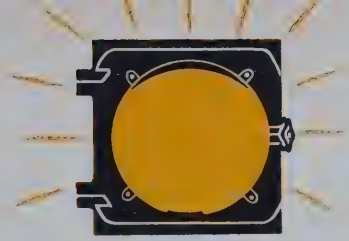




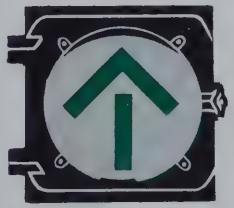
STOP! This flashing signal means exactly the same thing as a stop sign. It is used at hazardous intersections or at locations where visibility may be poor. A stop sign will also be posted, except at school crossings.



LANE SIGNALS are used on expressways to control the flow of traffic on reversible lanes during different hours of the day. Watch for them carefully —a mistake could mean disaster.



CAUTION! The flashing yellow signal light tells you to slow down, look carefully and proceed with caution. You are approaching a hazardous intersection or location.



You may go straight ahead after yielding the right-of-way to vehicles and pedestrians within the intersection. Right or left turns are prohibited unless they are indicated by other appropriate directional signals.

You may cautiously make a turn in the direction of the arrow, after yielding the right-of-way to other vehicles and pedestrians. You must also, however, obey other signals which may be shown at the same time . . . for example, if there is a red light you cannot go straight ahead.

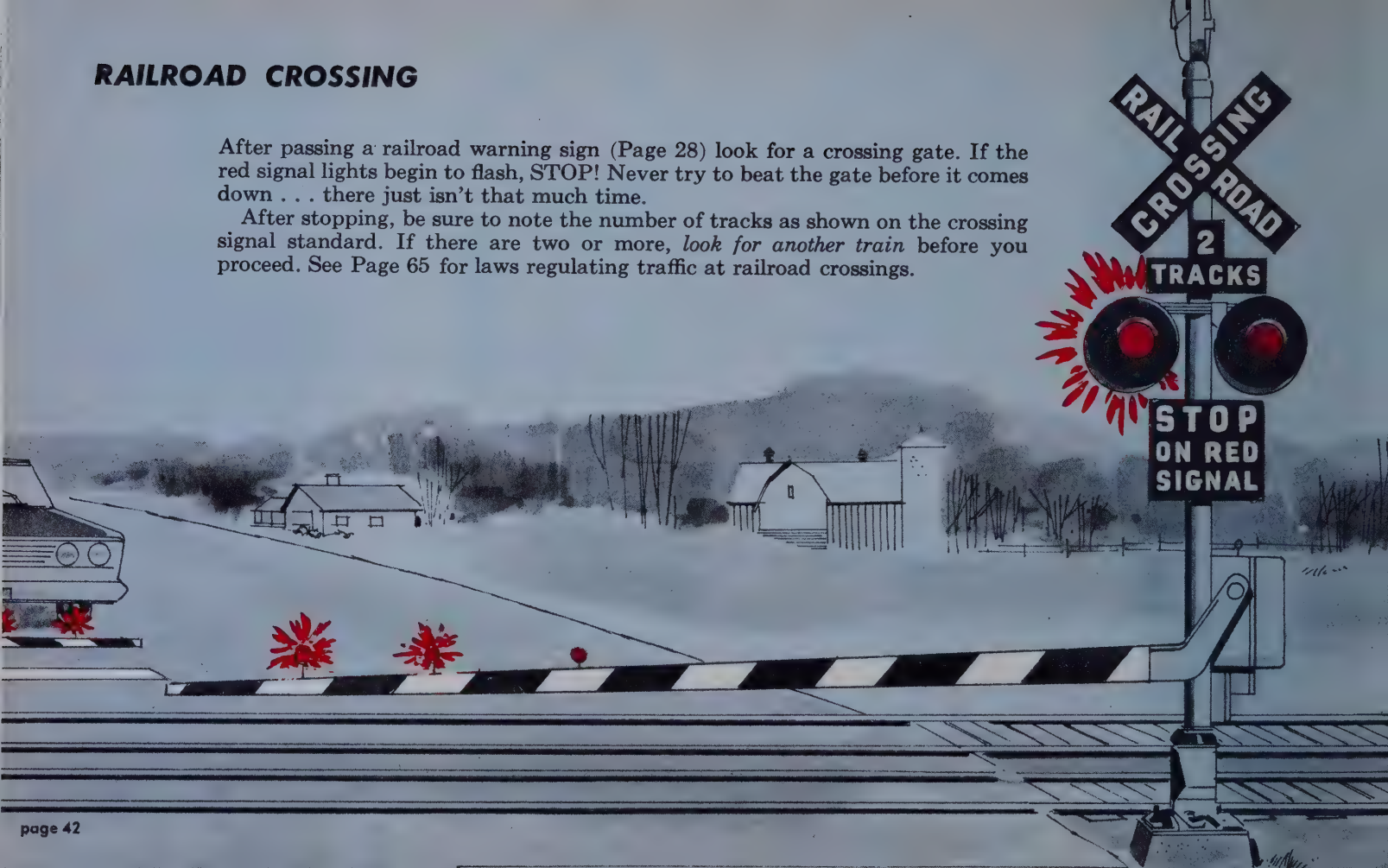
You may drive in lanes underneath this signal, but you must also obey all other signs and signals.

You must never drive in a lane under a red X signal, regardless of any other signs or signals.

RAILROAD CROSSING

After passing a railroad warning sign (Page 28) look for a crossing gate. If the red signal lights begin to flash, STOP! Never try to beat the gate before it comes down . . . there just isn't that much time.

After stopping, be sure to note the number of tracks as shown on the crossing signal standard. If there are two or more, *look for another train* before you proceed. See Page 65 for laws regulating traffic at railroad crossings.



PAVEMENT MARKINGS

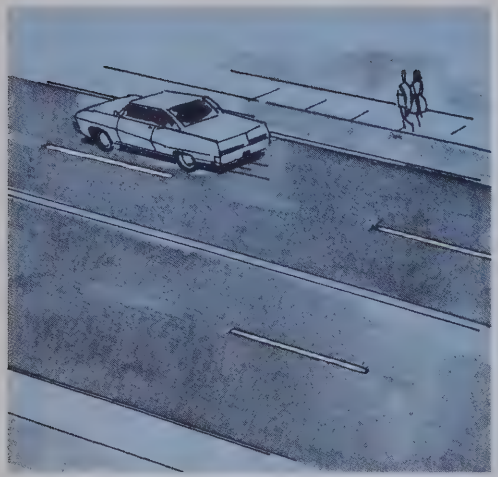
Pavement markings are used like highway signs to warn and direct drivers and to regulate traffic. It is important, therefore, that they be clearly understood.

CENTER LINES are marked on all paved roadways which carry two-way traffic. There are three types . . .

The center line of a two-lane rural highway is marked with reflectorized white stripes which are 15 feet long and spaced 25 feet apart.

A solid white stripe marks the center line on streets and highways in urban areas when there is one lane for traffic in each direction.

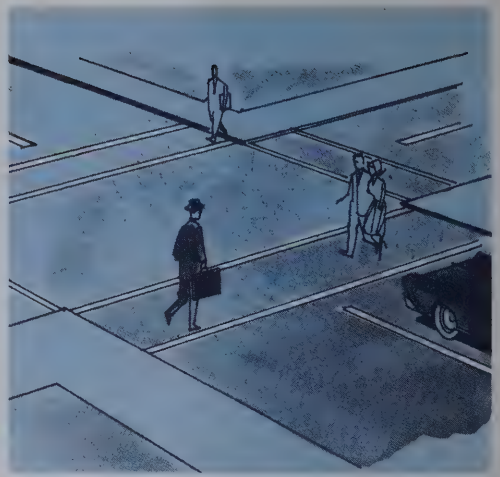
Four or more lanes—double solid yellow stripes. Crossing a double yellow line is prohibited except when turning into a driveway.



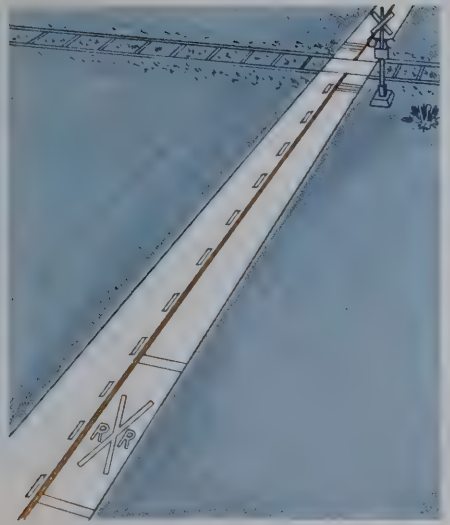
LANE LINES . . . There is a difference between lane lines and center lines. Lane lines are used to mark and divide streets and highways which have more than one lane of traffic moving in the same direction. On roadways having four or more lanes of traffic, lane lines are used to divide the pavement on each side of the center line. Lane lines are white dashes spaced 25 ft. apart.

NO-PASSING ZONES . . . On two-lane pavements a single solid yellow stripe is used to indicate areas in which passing is prohibited.

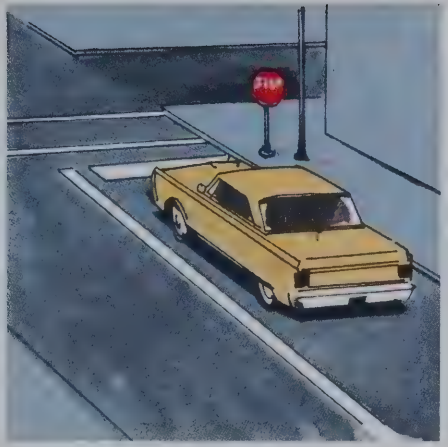
Drivers may cross the yellow stripe to complete a passing manuever which was started *before* the beginning of a no-passing zone, and the no-passing stripe may also be crossed when making a left turn into a driveway.



CROSSWALK LINES . . . Pedestrian crosswalks are often marked with solid white lines extending the entire width of the pavement, at least 6 ft. apart. Pedestrians who have entered the crosswalk have the right-of-way over motor vehicles. Crosswalks are sometimes in the middle of the block in residential areas, and pedestrians are protected by a "CROSS WALK" sign erected at the white lines.



RAILROAD CROSSINGS . . . In front of railroad crossings (approximately 300 feet in rural areas) the pavement is marked with a large white X and two R's. A yellow line extends the entire distance to prevent crossing over, and two white stripes are painted on each side of the track.



STOP LINES . . . White stop lines 12 to 24 inches wide are painted across the pavement at those intersections where the exact stopping point is not obvious, to prevent cars from interfering with pedestrians and cross traffic. In urban areas the line is usually placed from three to five feet in advance of the crosswalk. Watch for white stop line when approaching a traffic signal or a stop sign.

OTHER MARKINGS . . . Yellow lines and white diagonal stripes are used to mark fixed obstructions or to channel traffic into different lanes. One example is the transition from a divided four-lane highway to a two-lane road with traffic in both directions. The transition point is marked with solid white diagonal stripes, and solid yellow stripes are used as barrier lines to direct traffic.

CHAPTER FOUR

TRAFFIC LAWS

Traffic laws serve two essential purposes:

- Prevention of accidents.
- Orderly movement of traffic.

They are developed through careful study by traffic engineers, safety experts and legal authorities; and only by strict observance can we expect to travel with a reasonable degree of safety and speed on our crowded, complex streets and highways.

Traffic laws are the rules of the game . . . if you don't play fair you will be penalized, disqualified or ejected. Before this happens, however, you may have killed or injured someone—even yourself!

To obey the traffic laws, drivers must first know and understand them. Chapter Four of this manual is designed for that purpose.

TRAFFIC LAWS APPLY TO EVERYONE

Persons riding bicycles or animals, or driving animal-drawn vehicles must observe the traffic laws, as well as pedestrians and drivers of motor vehicles; and it is a misdemeanor for any person to disregard the law or fail to do something required thereby. Penalties consist of fines ranging from 10 to 500 dollars and/or imprisonment from ten days to six months.

All persons must obey the orders of a police officer who is directing traffic. Any driver who attempts to flee or elude a police officer after having been directed to stop may be punished, upon conviction, by imprisonment from ten days to six months, and by a fine of not less than 50 nor more than 500 dollars. In addition, the operator's or chauffeur's license of such person may be suspended for a period of six months.

Attempting to evade or avoid a traffic sign or signal by leaving the roadway and traveling across private property is prohibited by law.

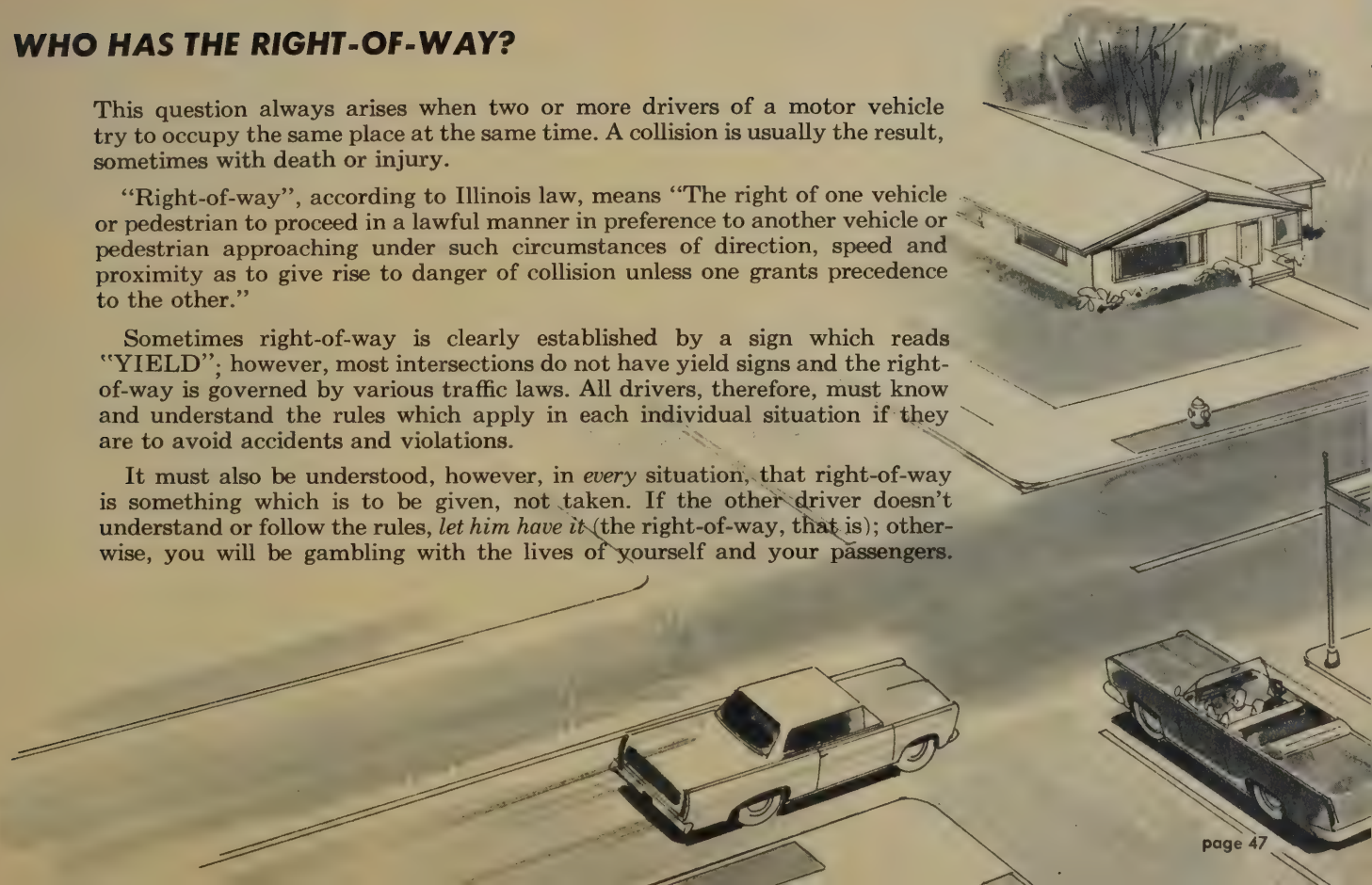
WHO HAS THE RIGHT-OF-WAY?

This question always arises when two or more drivers of a motor vehicle try to occupy the same place at the same time. A collision is usually the result, sometimes with death or injury.

"Right-of-way", according to Illinois law, means "The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other."

Sometimes right-of-way is clearly established by a sign which reads "YIELD"; however, most intersections do not have yield signs and the right-of-way is governed by various traffic laws. All drivers, therefore, must know and understand the rules which apply in each individual situation if they are to avoid accidents and violations.

It must also be understood, however, in *every* situation, that right-of-way is something which is to be given, not taken. If the other driver doesn't understand or follow the rules, *let him have it* (the right-of-way, that is); otherwise, you will be gambling with the lives of yourself and your passengers.



DRIVERS MUST YIELD TO PEDESTRIANS

CROSSWALKS . . . If there are no traffic control signals (walk lights, stop-and-go lights, etc.) drivers must always *slow down or stop* for pedestrians within a marked or unmarked crosswalk.

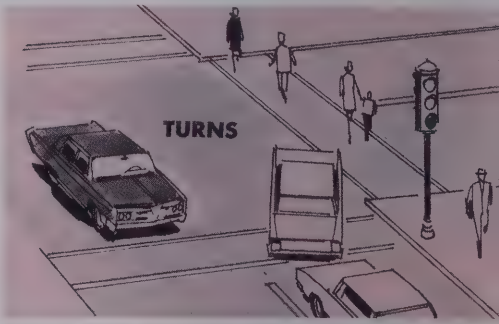
TURNS . . . When making a left or right turn at any intersection, drivers must yield the right-of-way to all pedestrians.

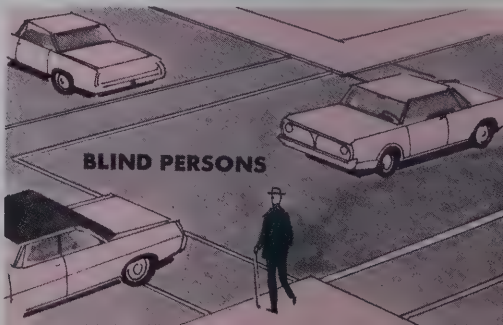
STOP SIGNS . . . After coming to a complete stop, drivers must first yield the right-of-way to pedestrians before proceeding.

TRAFFIC SIGNALS . . . After the light turns green, drivers must yield to pedestrians who entered the crosswalk before the light changed; and must also yield to persons walking with the green light or a "WALK" signal.

ENTERING . . . When entering a street or highway from an alley or driveway, drivers must stop before crossing the sidewalk and yield the right-of-way to all pedestrians.

BLIND PERSONS . . . Drivers must *always* come to a *complete stop* when approaching a blind person who is crossing a street or highway when such person is carrying a white cane or is being guided by a dog, regardless of any traffic control signs or signals which may be in operation. After stopping a driver must take such precaution as may be necessary before proceeding, in order to avoid injury to the blind person.





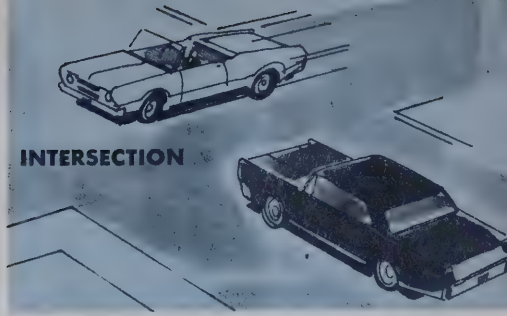
DRIVERS MUST YIELD TO OTHER DRIVERS

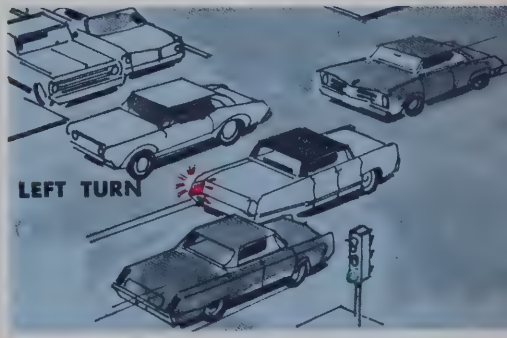
INTERSECTIONS . . . If there are no stop signs or signal lights, a driver approaching an intersection must yield to all other vehicles which have already entered the intersection from another street or highway. When two vehicles on different highways approach this type of intersection at the same time, the driver on the right has the legal right-of-way. Don't try to use this privilege, however, unless you're sure it's safe to do so—maybe the other driver doesn't know the law.

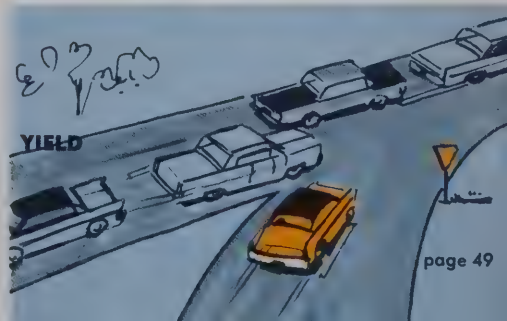
LEFT TURNS . . . A driver who wishes to make a left turn at an intersection, alley or driveway must first yield the right-of-way to all other traffic from the opposite direction. After yielding, he may proceed whenever a safe interval occurs. If he is within an intersection controlled by a signal light he may complete his turn when the light turns red, but if he has not yet entered the intersection he must wait for the next green light.

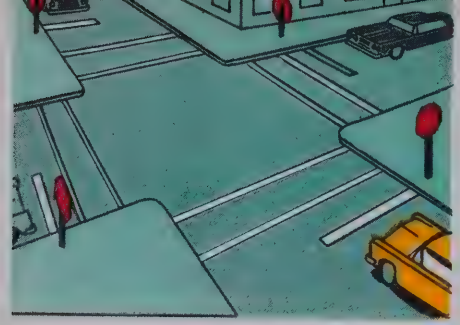
YIELD . . . (See Page 28) When approaching this sign a driver must slow down to a speed reasonable for the existing conditions and stop, if necessary, to yield the right-of-way to other vehicles in the intersection or approaching on another highway so closely as to constitute an immediate hazard. After yielding he may proceed only when a *safe interval* occurs. And this is important—the law provides that interfering with the movement of other traffic or becoming involved in a collision after driving past a "YIELD" sign is prima facie evidence of a violation.

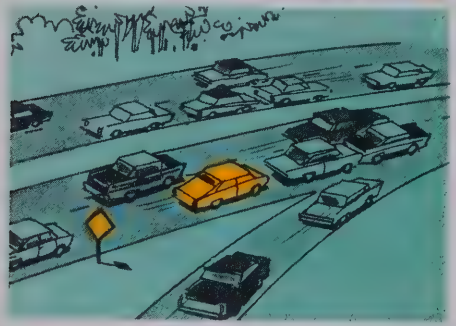
MERGING TRAFFIC . . . (See Page 32) This warning sign requires a driver to adjust speed and position to avoid collision with other vehicles which may be upon the converging roadways (such as an entrance ramp to an expressway).

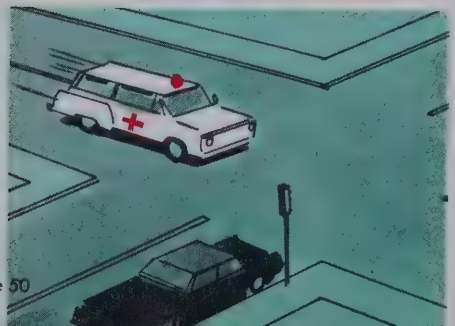












FOUR-WAY STOPS . . . If more than one driver approaches a four-way stop intersection at approximately the same time, the first one to stop should be the first one to proceed—if safe to do so—and the others should take their proper turns. Although no one actually has the legal right-of-way in a situation of this kind; custom, courtesy and common sense have established a tradition of precedence. Due care, however, is the most important consideration.

There are two other things to remember:

- Don't delay traffic behind you—take your turn when it comes up.
- Don't get reckless if another driver tries to take your turn—an accident will only make matters worse.

SIGNAL LIGHTS . . . Drivers who are waiting for the green light must not proceed until all cross traffic has cleared the intersection.

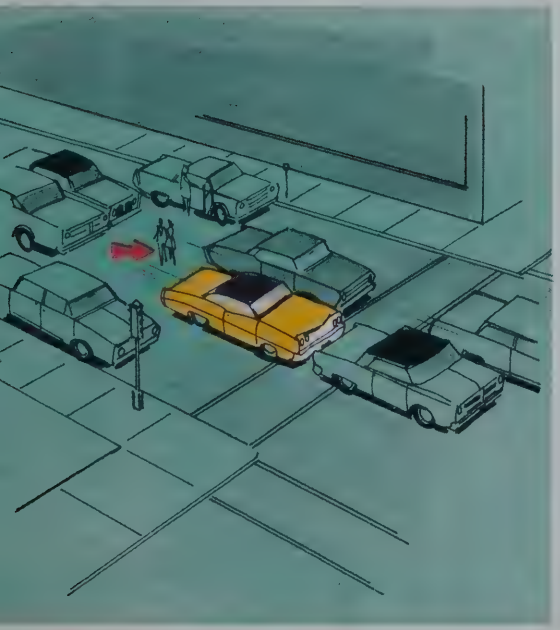
PRIVATE ROAD OR DRIVEWAY . . . When entering a street or highway from a driveway or private road, drivers must yield to all other traffic and they must not enter the roadway until it is safe to do so.

EMERGENCY VEHICLES . . . Drivers must yield the right-of-way to police vehicles which are using sirens or lights (audible or visual signals), and to authorized emergency vehicles which are using both audible and visual signals. The law requires traffic to pull over to the right-hand edge of the highway and stop, if possible, until the emergency vehicle has passed. Intersections must not be blocked.

FUNERAL PROCESSIONS . . . Vehicles in a funeral procession have the right-of-way at intersections when their headlights are lighted. The driver of the leading vehicle must obey stop signs and traffic-control lights, but when the leading vehicle has proceeded across the intersection in accordance with the signal all other vehicles in the procession may follow with caution without stopping. A driver not in a funeral procession may overtake and pass a procession if he can do so without causing a hazard or interfering.

OBEY THE POLICE . . . If a policeman is directing traffic, the right-of-way laws do not apply and drivers must do as the officer tells them.

SOMETIMES PEDESTRIANS MUST YIELD



Whenever a driver parks his car and steps out he becomes a pedestrian, and he is required to obey the traffic laws which apply to people who are walking.

INTERSECTIONS . . . Pedestrians must obey traffic signals and walk lights. When the steady yellow signal appears pedestrians are prohibited from starting to cross the street, unless otherwise directed by a pedestrian-control signal.

CROSSING STREETS AND HIGHWAYS . . . Pedestrians who cross at any place other than a marked or unmarked crosswalk at an intersection must yield the right-of-way to all vehicles on the street or highway.

PEDESTRIAN TUNNELS OR OVERPASSES . . . At any location where a pedestrian tunnel or overhead crossing has been provided, pedestrians must yield the right-of-way to all vehicles upon the roadway.

WALKING OR STANDING ON HIGHWAYS . . . Pedestrians are prohibited from walking upon a roadway if there is an adjacent sidewalk. If there is no sidewalk, they must walk upon the left side of the pavement or shoulder; and they must step off the pavement when a vehicle approaches.

HITCHHIKING . . . Pedestrians are prohibited by law from soliciting rides while standing on any part of the roadway.

INTOXICATED PEDESTRIANS . . . It is unlawful for any pedestrian who is under the influence of intoxicating liquor to be upon any highway in Illinois.

REGARDLESS of any provisions which may require pedestrians to yield the right-of-way to automobiles, the law still requires drivers to exercise due care and take proper precautions to avoid striking any person upon a street or roadway. Such care is especially necessary when approaching a child, an elderly person or a pedestrian who appears to be confused.

PASSING AND LANE USAGE

There are certain rules and regulations which govern the use of highway lanes. You must know and understand them to avoid accidents.

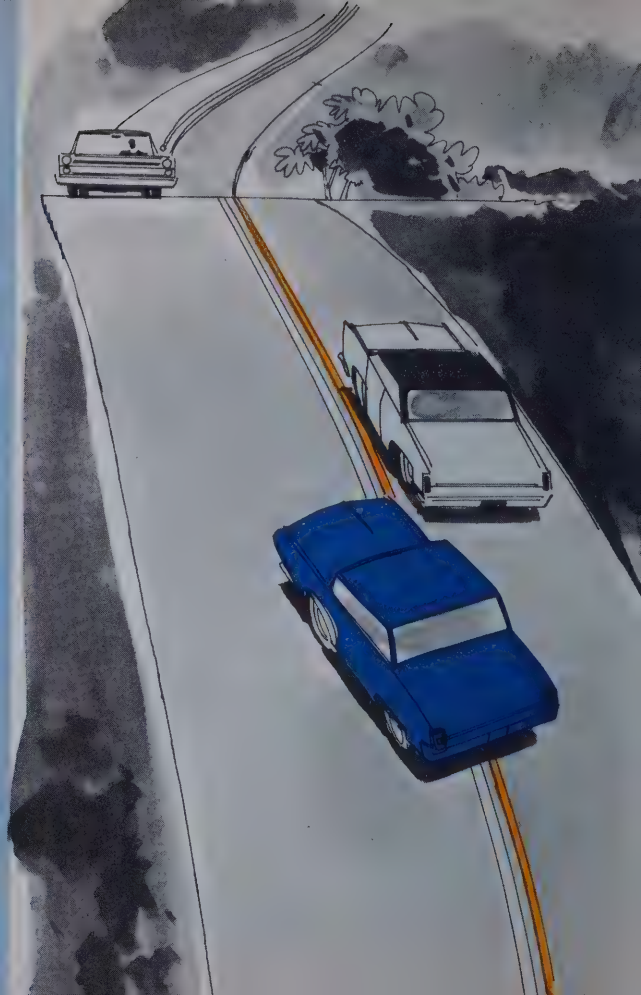
PASSING IS PROHIBITED ON A TWO-LANE HIGHWAY . . .

- In a no-passing area marked by a yellow stripe or a "DO NOT PASS" sign.
- On a hill or a curve where a vehicle approaching from the opposite direction might create a hazard.
- Within 100 ft. of an intersection or railroad crossing.

PASSING ON A TWO-LANE HIGHWAY is also prohibited unless the left lane is clearly visible and free of oncoming traffic for a sufficient distance to permit passing without interfering with the safe operation of any other vehicle. After overtaking and passing, a driver must return to the right lane as soon as practicable before coming within 200 feet of any vehicle approaching from the opposite direction. This simply means *. . . don't start to go around another car unless you have plenty of time and plenty of room to get back on your own side of the road.*

DRIVING OFF THE PAVEMENT or the main traveled part of the roadway is prohibited when overtaking and passing another vehicle on the left.

MOTORCYCLE DRIVERS are prohibited from passing between two other vehicles going in the same direction unless there is an unobstructed lane of traffic available to permit such passing safely; and they are also prohibited from passing on the right unless there is at least an eight foot width of unobstructed pavement to the right of the vehicle being passed.



PASSING ON THE RIGHT is permitted . . .

- On a two-lane highway, when the vehicle being overtaken is making or about to make a left turn.
- Upon a one-way street or upon a street or highway with two or more unobstructed lanes in each direction.

Passing on the shoulder is prohibited at all times.

The driver of a vehicle which is being overtaken and passed on the left must permit the other vehicle to pass when the horn is sounded, *and must not increase speed* until he has been completely passed by the overtaking vehicle.

It is unlawful to pass any vehicle which has stopped at a crosswalk or intersection to permit a pedestrian to cross the road or street.

DRIVING ON THE LEFT IS PROHIBITED

On a two-lane highway with two-way traffic you must never drive to the left side of the roadway across the center line . . .

- Within 100 ft. of an intersection or railroad crossing.
- On a hill or curve when the view ahead is unclear or obstructed.
- When prohibited by highway signs or pavement markings.
- When a yellow stripe is on your side of the center line, except to make a left turn into a driveway or entrance.

DRIVING ON THE LEFT HALF OF THE ROADWAY IS PERMITTED . . .

- When overtaking and passing another vehicle where passing is permitted.
- When an obstruction makes it necessary to drive to the left of the center line, but only after yielding the right-of-way to all other vehicles traveling in their proper lanes on the unobstructed part of the highway.
- Upon a roadway designed and posted for one-way traffic.

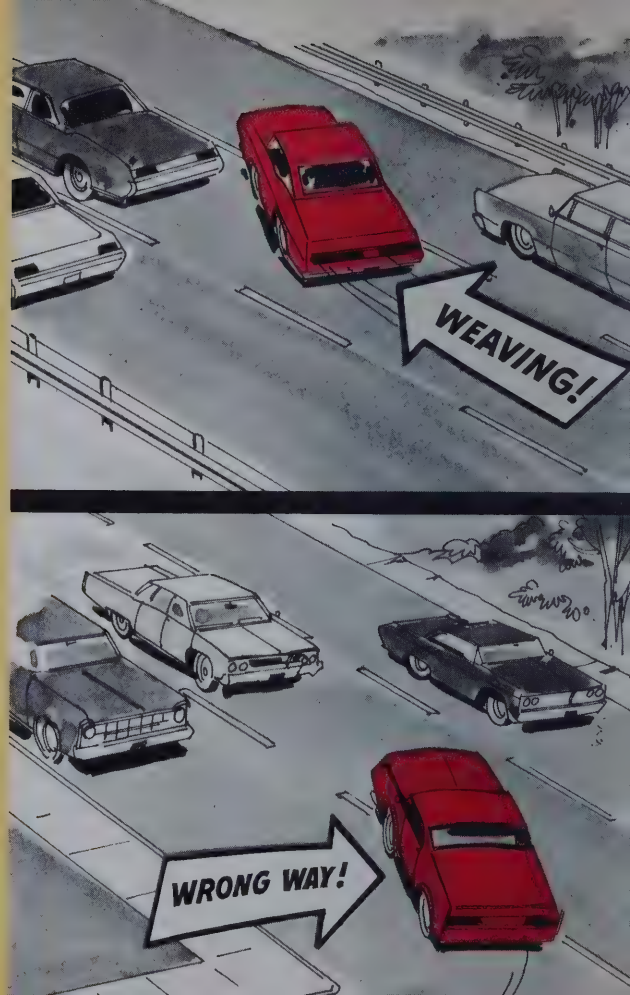
LANE USAGE

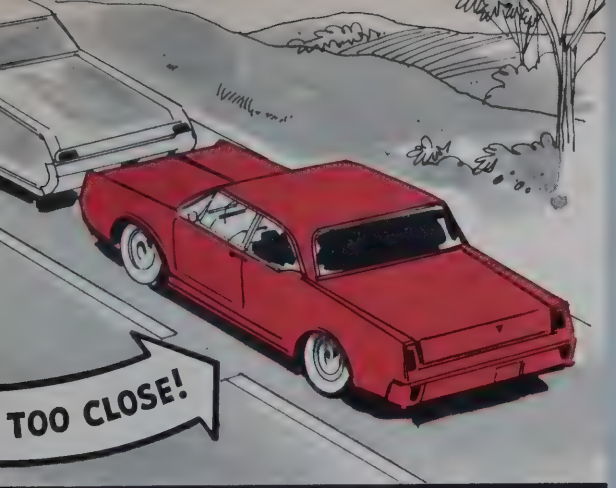
SLOW VEHICLES . . . When there are two or more lanes for traffic in the same direction, slower vehicles must use the right-hand lane except when passing or making a left turn. This means any vehicle moving slower than the normal, average traffic speed at that particular time and place.

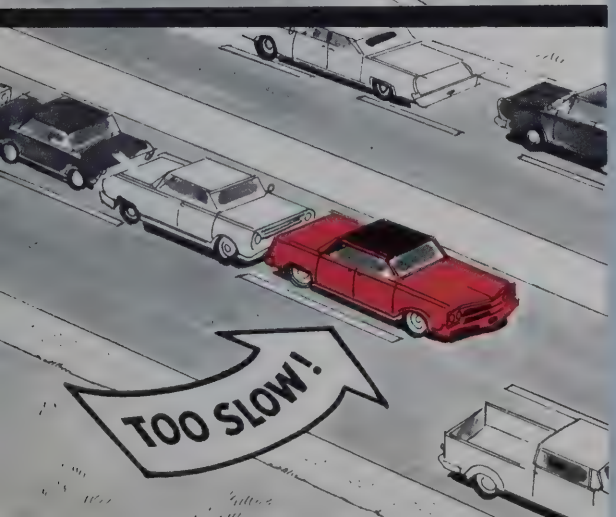
WEAVING . . . Whenever there are two or more clearly marked lanes for traffic, drivers must stay within a single lane as much as practical; and movement from one lane to another must not be made unless it can be done safely. It is unlawful to weave from one lane to another in an attempt to move faster than the traffic flow. It is also unsafe. *Never change lanes without first indicating your intentions by the turn signal*, as required by law.

ONE-WAY . . . Under no circumstances may a vehicle be driven contrary to the direction posted on a one-way street or highway.

MEDIAN STRIP . . . It is unlawful to drive across an unpaved strip, dividing section or barrier which separates two roadways, except at an authorized opening or crossover.







FOLLOWING TOO CLOSELY . . . Most rear-end collisions are caused by following too closely. The law requires a driver to show due regard for the speed of the traffic and the condition of the highway, and to allow such space as may be considered reasonable and prudent. One car length for each 10 miles per hour is often used as a guide, *on dry pavement when visibility is good.* Another good method is to watch the car ahead of you when it passes some definite spot, such as a telephone pole. Then count "one-thousand-one, one-thousand-two". . . if you pass the same spot before you are through counting you are following too closely.

TRUCKS, BUSES AND VEHICLES PULLING TRAILERS are required to stay at least 300 feet behind other vehicles of the same kind, except when passing.

CARAVANS OR MOTORCADES, except funeral processions, must allow sufficient space between units to permit other vehicles to enter safely.

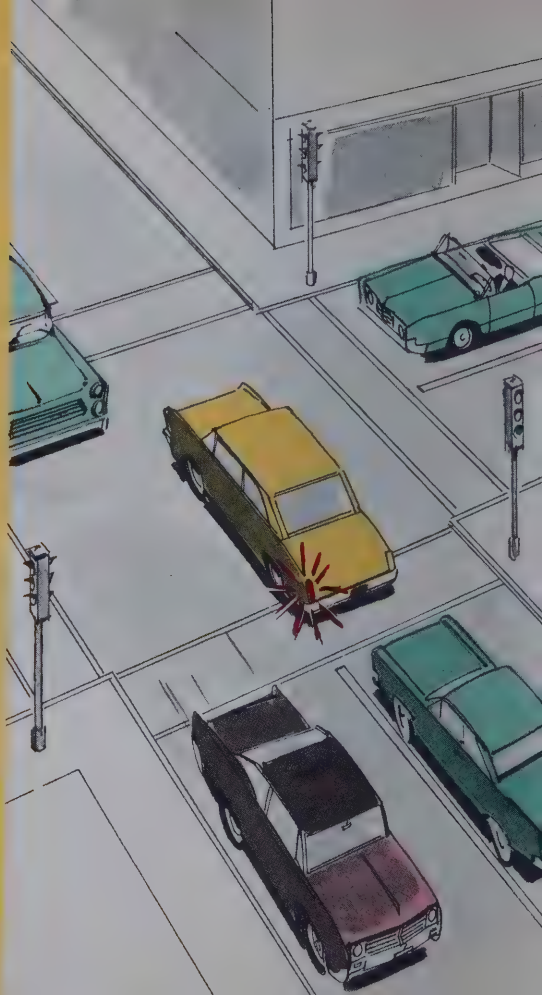
CONTROLLED-ACCESS ROADWAYS . . . Drivers are prohibited from entering or leaving any controlled-access roadway except at authorized entrance or exit roads. Certain types of vehicles may be prohibited on controlled-access roadways if signs are posted to this effect, and it is unlawful for drivers to disobey such signs.

TURNS AND SIGNALS

Turning movements of motor vehicles are strictly regulated by law, and drivers must not make them whenever and however they may wish to do so. It is important, therefore, to know and understand the rules. Violations cause collisions.

To turn safely and obey the traffic laws, you must . . .

- **1.** *Make up your mind* before you get to the turning point. Last minute decisions may cause accidents.
- **2.** Move into the proper lane as soon as possible. The faster traffic is moving, the sooner you should do this.
- **3.** Look behind and to both sides to see where other vehicles may be before you change lanes. *Illinois law requires that a turn signal must be given before changing lanes.*
- **4.** In a business or residence district you must give a continuous turn signal for at least 100 feet before turning, and in other districts or areas the signal must be given at least 200 feet in advance.
- **5.** Slow down to a reasonable turning speed.



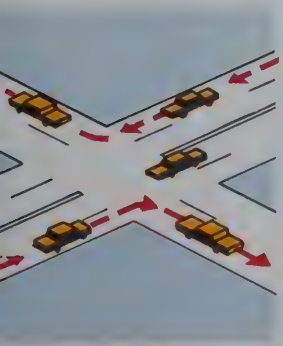
6. Make the turn correctly. This will be easy if you are in the proper lane and proceeding slowly enough at the time you begin to turn.

7. Finish your turn in the proper lane.

RIGHT TURNS . . . Give the proper signal at the proper time and approach the intersection in the right-hand lane, staying close to the curb. Make the turn in such a way as to end up in the right-hand lane of the street into which you turned. *Do not make a wide swing into another lane of traffic.*

LEFT TURNS ON TWO-WAY STREETS OR HIGHWAYS . . . Get into the lane nearest the center of the road before you reach the intersection. Stay to the right of the center line as you enter the intersection and complete the turn to the right of the center line of the road into which you are turning. When making a left turn you must *yield the right-of-way* to any vehicle approaching from the opposite direction which is close enough to constitute an immediate hazard. This regulation also applies when turning left into an alley, private road, driveway or parking area.

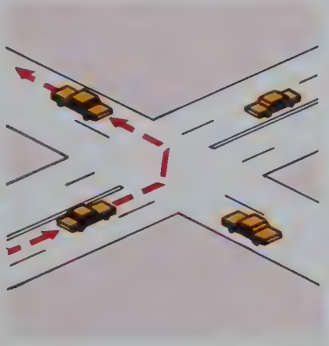
RIGHT TURNS



LEFT FROM ONE-WAY INTO TWO-WAY ROADS

LEFT FROM ONE-WAY INTO ONE-WAY ROADS

LEFT FROM TWO-WAY INTO TWO-WAY ROADS



LEFT FROM TWO-WAY INTO ONE-WAY ROADS

TURNING LEFT FROM ONE-WAY INTO TWO-WAY ROADS . . . After giving the proper signal, approach the intersection in the left-hand lane. After entering the intersection, turn into the lane closest and to the right of the center line of the road you are entering.

TURNING LEFT FROM ONE-WAY INTO ONE-WAY ROADS . . . Get into the left lane, give signal and turn into the *left* lane of the roadway which you are entering.

TURNING LEFT FROM TWO-WAY INTO ONE-WAY ROADS . . . Approach the intersection in the lane next to the center line, give signal and turn into the *left* lane of the roadway which you are entering.

NO U TURNS . . . Turning around is prohibited on curves and hills unless there is clear visibility for at least 500 feet in each direction. U turns may also be prohibited in local areas by city ordinance, and no signs are required to warn drivers.

SIGNALS FOR TURNING AND STOPPING

There are two things which a driver must do before turning, changing lanes or starting from a parked parallel position . . .

- Determine if it can be done safely. If not, don't do it.
- Give the proper signal at the proper time.

A TURN SIGNAL, when required, must be given continuously for at least 100 feet in advance in a business or residence district, and for at least 200 feet in other areas.

WHEN STOPPING or slowing down suddenly the proper signal must be given if there is another vehicle close to the rear.

TWO METHODS of signaling are provided for passenger cars . . .

- Hand and arm—see illustrations.
- Electrical turn signals.

The flashing of electric turn signals as a courtesy or "do-pass" indication to other drivers in the rear is prohibited by law. Also prohibited is the flashing of turn signals on a parked or disabled vehicle.

SPEED RESTRICTIONS

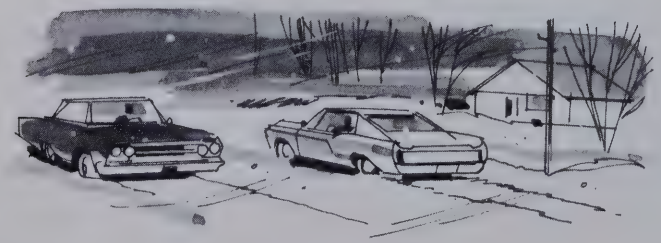
Unless otherwise posted, maximum legal limits outside urban districts are

Automobiles and motorcycles	65 mph
Trucks and buses under 8,000 lbs. gross	65 mph
Recreational vehicles (see definition)	55 mph
Buses, multiple-lane divided highways	65 mph
all other highways	60 mph
Trucks over 8,000 lbs. gross	50 mph
One vehicle towing another	55 mph

SPEED is a major factor in many motor vehicle accidents. Although excess speed itself may not be the primary cause; when it is coupled with other violations, mechanical failure or errors in judgment, it becomes the added ingredient which turns a minor mishap into a tragedy.

Illinois law establishes *absolute maximum speed limits* for various types of vehicles in urban and rural areas. The law also provides for the posting of minimum speed limits. When specific minimum limits are not posted, drivers are prohibited from traveling at such a slow speed as to impede or block the normal movement of traffic.

THIRTY MILES PER HOUR is the maximum legal limit for any vehicle on any street or roadway within an urban district, unless signs are posted with other limits. The maximum legal speed in alleys is 15 miles per hour. Urban districts are defined as, "the territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more."



MAXIMUM SPEED is permissible only under safe conditions. Regardless of the limits which may be posted, the law also provides that no person shall drive at a speed which is greater than is reasonable and proper with regard to traffic conditions and the use of the highway, or which endangers the safety of any person or property. Watch for the posted speed limits, and *slow down* when conditions so require.

THE LAW ALSO PROVIDES that speed must be decreased when . . .

- Approaching and crossing an intersection.
- Approaching and going around a curve.
- Approaching the top of a hill.
- Traveling upon a narrow or winding roadway.
- Hazards exist because of weather or road conditions, pedestrians or traffic.
- It is necessary for the purpose of avoiding a collision with pedestrians or other vehicles.

SCHOOL ZONE SPEED LIMITS

Twenty miles per hour is the limit on any street or highway while passing through a school zone, or in any area where children are crossing to and from school. This limit need not be observed unless signs are posted.

SLOW-MOVING VEHICLES

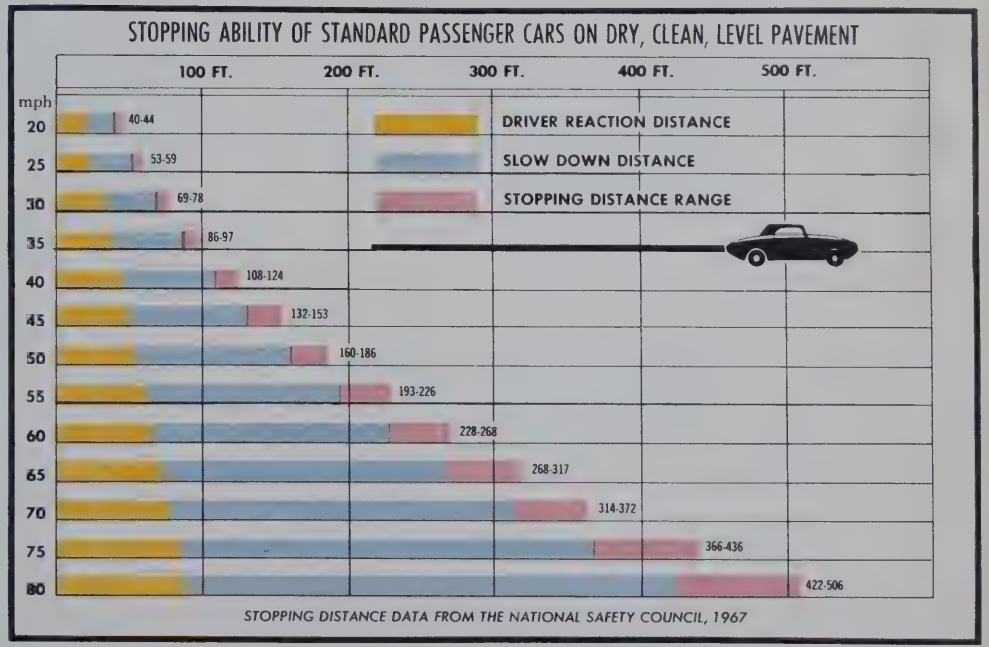
When traveling less than 20 miles per hour, farm vehicles and road tractors must display a red flag, at least 12 inches square, mounted from 10 to 12 ft. above the ground; or a flashing amber signal lamp which is visible to the rear for at least 500 ft. in normal sunlight and is mounted as high as practicable. During periods when lighted lamps are required, the flashing amber signal must be displayed.

THE SAFEST SPEED at which to travel is the average speed at which other traffic is moving. Research studies have shown that the hazard becomes greater as the difference increases *above* or *below* the average; that is, slow drivers are as likely to become involved in accidents as speeders. If most of the cars are traveling between 65 and 70 miles per hour, you are least likely to have an accident if you stay within that speed range.

STOPPING DISTANCE

How quickly can you stop your car? This is a most important consideration in determining a safe driving speed at any certain time and place; and this is a question which should be answered *before* an emergency occurs. It won't help much to find out the hard way.

The chart illustrated below may be used *only as a guide*. Stopping distances depend upon many factors .



- Mental and physical reaction time of the driver. You have to hit the brake before the car will stop.

- Type and condition of the pavement. There is a world of difference between rough, dry concrete and wet, slippery brick or asphalt.

- Kind of tires and tread composition. The more rubber on the road, the more traction you will have. Large, wide tires with deep tread will stop a car faster than small, narrow ones with a worn tread. A hard composition lasts longer, but a soft tread has more traction.

- Chassis design, weight distribution, suspension and shock absorbers.

- Type of brakes, condition of brakes and brake balance. In a panic or emergency situation you can be in serious trouble if one or more of the brakes lock up the wheels before the others fully take hold.

- Wind direction and velocity. Drivers may not realize the difference that a strong head wind or tail wind can make when trying to stop suddenly at high speed.

Since there are so many things to consider, how can anyone determine how quickly his own automobile can be stopped? There is only one answer . . . testing at various speeds and under various conditions. Take it easy on the first try, and make sure you're in a safe place to experiment. This is the only sure way to learn how far it takes *you* to stop *your* car.

DRINKING, DRAG RACING AND RECKLESS DRIVING

Illinois law prohibits any person who is under the influence of intoxicating liquor, or any other drug which renders him incapable of safe driving, from driving any kind of a vehicle or from being in physical control of any vehicle. Penalties are severe—fines up to $1,000, jail sentences up to one year and mandatory revocation of driving privileges.

A chemical analysis showing 0.10% or more of blood-alcohol by weight is presumptive evidence that the person from whom the sample was taken was under the influence of intoxicating liquor.

All persons are prohibited from transporting, carrying, possessing or having any alcoholic liquor in or upon or about any motor vehicle except in the original package and with the seal unbroken. The penalty is a fine of not less than $25 nor more than $50.

DRAG RACING is defined by law as "the act of 2 or more individuals competing or racing on any street or highway in this State in a situation in which one of the motor vehicles is beside or to the rear of a motor vehicle operated by a competing driver and the one driver attempts to prevent the competing driver from passing or overtaking him, either by acceleration or maneuver, or one or more individuals competing in a race against time on any street or highway in this State."

Penalties range from 5 to 90 days imprisonment and a fine of $50 to $500 for the first offense, or both; and they are doubled on second and subsequent convictions. Revocation of driving privileges will also result.

RECKLESS DRIVING is defined as driving with "willful or wanton disregard for the safety of persons and property." The maximum penalty upon first conviction is imprisonment for 90 days and a $500 fine. Three violations within 12 months will result in driver license revocation.

SPECIAL STOPS

Red lights, stop signs and stop lines tell drivers *when* and *where* to stop, but there are also other situations under which stopping is required.

SCHOOL BUSES . . . You must *always* stop before reaching a school bus which has stopped to load or unload passengers. Warning will be given at least 100 feet in advance by the flashing red lights on the front and rear of the bus (200 feet in rural areas).

Stopping is required when overtaking or meeting a school bus *from either direction*, except where highways are separated in the center by median strips. It is not necessary to stop for a school bus on a controlled-access highway if the bus is in a loading zone at a place where pedestrians are not permitted to cross.

After stopping, you may proceed if the bus driver signals you to do so or if the flashing lights are turned off.

RAILROAD CROSSINGS

Drivers must always stop within 10 to 50 ft. of a railroad crossing when . . .

- The signal is flashing.
- The crossing gate is lowered.
- A flagman is giving a signal to stop.
- A train is approaching so closely as to create an immediate hazard.

After stopping you must remain standing until all tracks have been cleared and it is safe to proceed. Certain types of vehicles and cargos must stop at all railroad crossings, regardless of whether a train is approaching . . . see Page 68.

ALLEYS AND DRIVEWAYS

Drivers coming out of an alley or driveway must stop before crossing a sidewalk area, and must yield the right-of-way to pedestrians and other vehicles before entering the street or roadway.

MISCELLANEOUS LAWS

BACKING UP is prohibited upon any controlled-access highway. It is also prohibited at any other place unless it can be done safely and without interfering with other vehicles.

OPENING THE DOORS of a vehicle is prohibited on the side on which traffic is moving, unless it is safe to do so and unless it can be done without interfering with the movement of other traffic.

IF A VEHICLE IS OVERLOADED with passengers or freight so as to obstruct the view of the driver or interfere with the mechanical operation, it cannot legally be driven. Passengers must not ride in such a position as to interfere with the driver's view or his control of the vehicle.

NO OBJECTS MAY BE PLACED on or suspended from any part of the inside of a motor vehicle except religious or lodge statues not exceeding 6 inches in height and wearing apparel suspended behind the driver and not obstructing the driver's view.

RIDING IN A HOUSE TRAILER is prohibited while it is being moved upon a street or highway.

PUSHING ANOTHER VEHICLE is unlawful under any circumstances on any highway, except in an extreme emergency and then the vehicle shall not be pushed farther than is reasonably necessary to remove it from the roadway or from the immediate hazard that exists.

FOLLOWING FIRE-FIGHTING VEHICLES, parking at the scene of a fire or crossing a fire hose is prohibited.

FARM TRACTORS must not be operated on highways unless they are being used in connection with farming operations.

STOPPING AND PARKING

Traffic laws also regulate the stopping and parking of vehicles.

FIRST OF ALL . . . after you park—you must stop the engine, lock the ignition switch and remove the key.

IF YOU PARK ON A HILL you must turn the front wheels to the curb (see illustration). Then you must set the emergency or parking brake.

WHEN PARKING ON STREETS with two-way traffic, unless angle parking is permitted by local ordinance, you must stop in a position in which the right-hand wheels are parallel to and within 12 inches of the curb. On a one-way street or roadway vehicles must be parked in the direction in which traffic is moving, within 12 inches of the right or left curb.

PARKING IS PROHIBITED . . .

- On a sidewalk.
- In front of a driveway.
- Within an intersection.
- Within 15 ft. of a fire hydrant.
- On a crosswalk.
- Within 20 ft. of a crosswalk at any intersection.
- Within 30 ft. of a stop sign or traffic-control signal.
- At a safety zone.
- Within 50 ft. of a railroad crossing.
- Within 20 ft. of a fire station driveway.
- On the street side of a parked vehicle.
- Upon a bridge or overpass, or within a tunnel.
- By the side of a street obstruction, if such parking interferes with the movement of traffic.
- At a no-parking sign.

OUTSIDE OF BUSINESS OR RESIDENTIAL DISTRICTS parking is prohibited upon the paved or mainly traveled part of a highway. If it is impossible to pull off the highway, a vehicle may be stopped or parked if there is a clear view for a distance of 200 feet in each direction, and if there is sufficient space for other vehicles to pass. Do not stop on the roadway at a curve or hill.

Unattended vehicles which have been left upon a rural highway for 24 hours or more may be removed by police officers to the nearest garage or other place of safety, at the expense of the owner. One door of a disabled, unattended vehicle must be left unlocked if the driver was unable to pull off the roadway.

BETWEEN SUNSET AND SUNRISE parked vehicles must display lights on front and rear, unless they are within an urban district where lights are not required. Lighted headlights on parked vehicles must be dimmed.

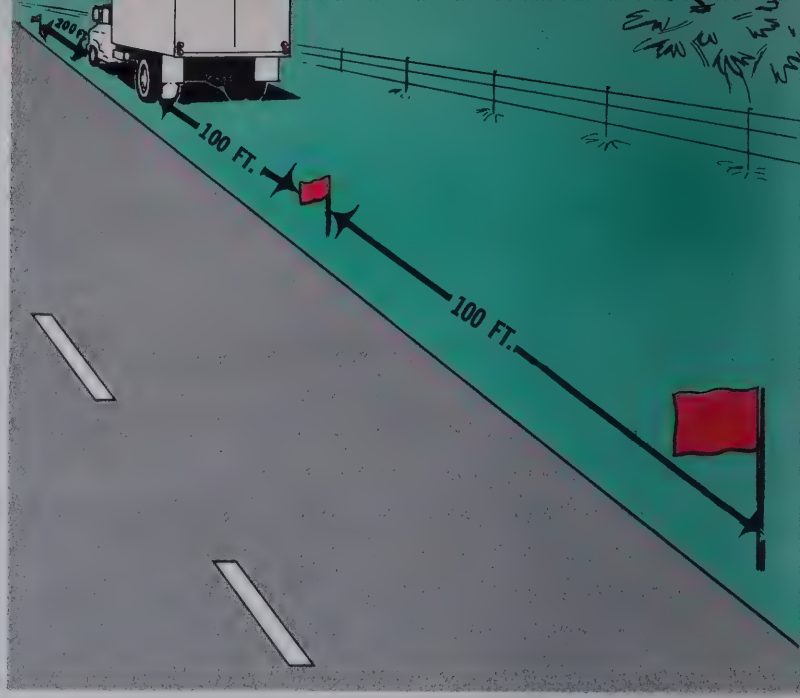
TRUCKS, TRAILERS, BUSES AND TAXIS

In addition to the laws which govern all traffic generally, there are certain regulations which apply to specific types of vehicles.

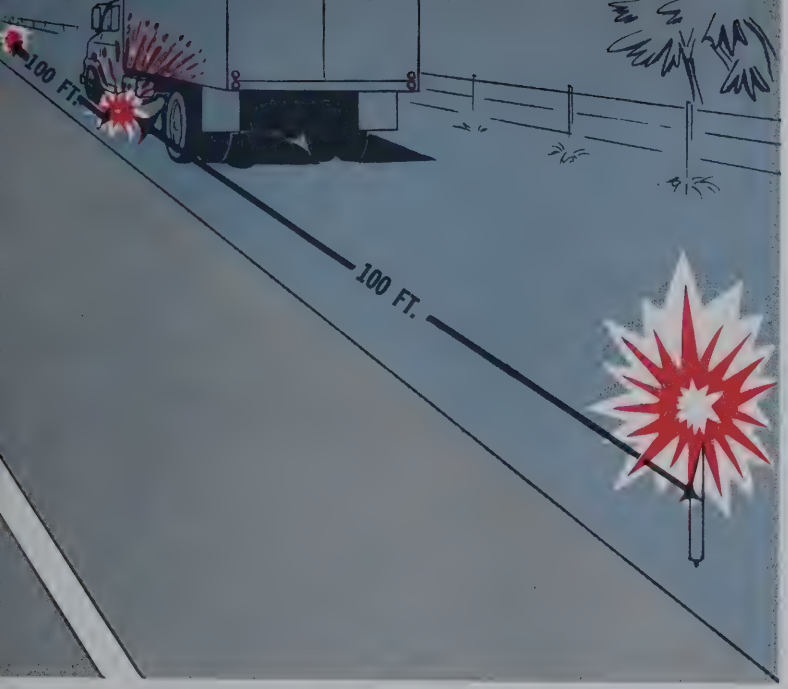
RAILROAD CROSSINGS . . . If there is no traffic signal or police officer directing traffic to proceed, these vehicles must stop within 10 to 50 feet of a railroad crossing:

- School buses carrying children.
- Vehicles carrying passengers for hire.
- Vehicles carrying liquid petroleum or liquid petroleum products; flammable or oxidizing liquids or solids; flammable or poisonous compressed gases; volatile liquids or solids which emit poisonous fumes; corrosive liquids and radioactive materials.

After stopping, the driver is required to look and listen for approaching trains and he must not cross the track until he can do so safely.



LIGHTING . . . Every second division vehicle or combination of vehicles which is more than 25 feet in length or 80 inches in width must display clearance, identification and side marker lights while it is being operated, outside the limits of cities, villages or towns, between sunset and sunrise. Required lighting equipment is specified in Chapter Two.



DISABLED VEHICLES—FLAGS AND FLARES . . . Whenever a second division vehicle is disabled outside of a business or residence district and cannot be immediately moved from the main traveled part of the highway, the driver must set flags or flares as prescribed by law. No open burning flares may be placed close to a vehicle which carries a flammable cargo—use red signals or reflectors.

- Between sunrise and sunset—one red flag 200 feet in front of the vehicle; one 100 feet to the rear and one 200 feet to the rear.
- Between sunset and sunrise—one flare, lantern or signal placed 100 feet in front of the vehicle, one 100 feet to the rear and one upon the roadway side of the vehicle.

SAFETY TEST . . . Second division vehicles, except those specifically exempted, must secure a certificate of safety from the State Highway Police before being operated on Illinois highways. Safety inspections are required twice annually, and may be obtained at garages or service stations licensed by the Department of Public Safety. All recreational vehicles are exempted.

BRAKE REQUIREMENTS . . . All trucks and buses operated upon the highways of Illinois must be equipped with brakes upon all wheels; however, any motor vehicle and truck tractor having three or more axles need not have brakes on the front wheels, except when such vehicles are equipped with two steerable axles, the wheels of one such axle need not be equipped with brakes. Trailers, pole trailers and semi-trailers of 3,000 lbs. gross weight or more must be equipped with brakes on all wheels, with automatic breakaway application.

PROTRUDING EQUIPMENT or components on vehicles must be fastened to prevent shifting or bouncing.

SIZE, WEIGHT AND LOAD—MAXIMUM LIMITS.

WIDTH

Trucks and trailers—8 feet, including load, except loose farm products.

Buses—8 feet. Nine feet permitted within Cook County, and 8 feet 8 inches permitted on certain highways.

HEIGHT

13 feet 6 inches from underside of tire to top, including load.

LENGTH

Single vehicle, including load—42 feet.

Truck-tractor and semi-trailer, including load—55 feet.

Motor vehicle transport combination—65 feet (on 4 lane).

Combination of vehicles—60 feet.

Truck-tractor and semi-trailer drawing one trailer, or tractor with stinger-steered semi-trailer—65 feet.

WEIGHT

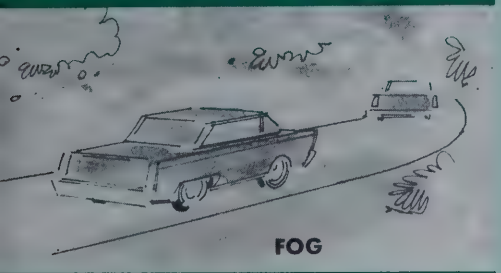
18,000 lbs. on any one axle, and not to exceed 73,280 lbs. on 5-axle combinations 44 feet in length or over. 16,000 lbs. is the limit on some highways. Cities over 50,000 may permit 33½% overloads on two-axle vehicles, up to a maximum gross of 40,000 lbs., for operation within the city limits only.

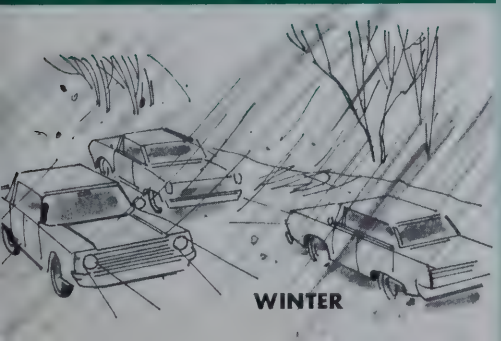
Maximum permissible vehicle weights are also determined by the number and placement of axles . . . consult page 13 for detailed information.

EXCESS SIZE AND WEIGHT . . . Vehicles and loads which exceed the legal limitations may be moved for limited distances, under certain circumstances, if a special permit is issued by the Illinois Division of Highways.

TOWED VEHICLES . . . Outside a business, residential or suburban district, or on any controlled-access highway, no vehicle other than a pole trailer or a semi-trailer which is being towed by a truck-tractor by means of a fifth wheel shall be towed on a roadway except by a drawbar; and in addition, it must be coupled with two safety chains or cables to the towing vehicle. The chains or cables must be of sufficient strength to prevent the towed vehicle parting from the drawing vehicle in case the drawbar should break or become disengaged.

SPILLING LOADS . . . No vehicle may be operated upon a street or highway unless it is constructed and loaded in a manner to prevent any of the load from dropping, spilling or leaking. No loaded vehicle may be operated unless the load and covering are securely fastened.





CHAPTER FIVE

SAFETY RULES

Every type of driving situation cannot be governed by a specific traffic law; there are, therefore, some general rules for safe driving which should be understood and followed.

NIGHT DRIVING. Night driving presents special problems. Persons, vehicles and other objects appear differently than in the daytime. The glare of oncoming headlights may reduce your effective vision to near zero. Unfamiliar roads or unexpected situations become doubly dangerous at night.

There are certain precautions which you must take in order to stay out of nighttime accidents. First of all, make certain your headlights are aimed correctly and functioning properly. Have them checked at regular intervals. Keep the glass clean. Remember . . . headlights must be dimmed at least 500 feet before meeting and 300 feet before overtaking another vehicle.

Don't overdrive your headlights. This means that you should hold your speed within the limits of the range at which you can see the pavement ahead clearly enough to provide ample time for an emergency stop. Maximum safe speed will vary on different types of roads. For safety's sake, slow down when meeting another vehicle or when approaching a curve. Use the white stripe at the edge of the pavement as a guide line. If there is no stripe, note the position of the center line.

Take proper precautions *to stay wide awake.* Dozing or a state of semi-consciousness is more likely to occur at night, and it is much more dangerous than in the daytime. Watch carefully for highway signs—they are harder to see at night.

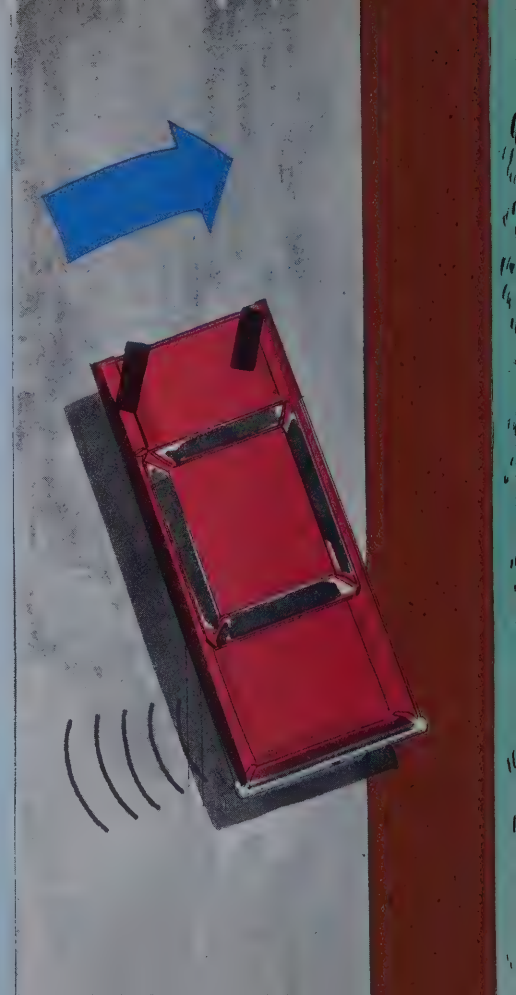
FOG. The best rule for fog is to *stay off the road;* however, circumstances sometimes make it necessary to travel. There are some things which you can do to help stay out of accidents. First, *reduce your normal driving speed* . . . reduce speed still more when you see the headlights of an approaching car or when a red taillight comes into view. The car with the taillight may be stopped on the road, or just barely moving; and the headlights may be on a vehicle which is being driven down the center of the pavement. Be prepared for an emergency stop, and keep within the limits of your vision. If the fog becomes so dense that you can hardly see, cautiously pull off the pavement and stop. Don't creep along at 5 or 10 miles an hour . . . another driver may crash into you. You will probably be able to see more clearly if your headlights are dimmed, and certain types of fog lights are helpful.

SKIDDING. An automobile skids when its tires lose their grip on the road surface. When this happens, the power which the engine transmits to the wheels is lost and the action of the brakes to retard motion is also ineffective.

In a skidding situation, your only recourse is to maneuver the vehicle in such a manner as to enable you to regain control. There are two things which you must remember . . .

Don't jam on the brakes.
Turn the front wheels in the direction of the skid.

When the car first starts to slide, do not remove your foot suddenly from the accelerator. This has a braking effect. As you start to regain control you may safely slow the vehicle by intermittently (and very gently) applying the brakes. Many experienced drivers favor using accelerator and brake pedals at the the same time . . . but take it easy on the brake!



The most sensible precaution you can take to avoid skidding is to reduce speed when approaching possible danger spots, and be prepared to take corrective action.

RUNNING OFF THE PAVEMENT. Accidents which are caused by this error are often disastrous. The proper precaution is, of course, to pay attention to your driving; however, if you should run off (or if you are forced off) there are certain things you can do which may save your life.

Don't panic. Don't hit the brake pedal suddenly and hard. Grip the steering wheel tightly and be prepared to withstand sudden shocks. Take your foot off the accelerator. Use your brakes carefully. Most important of all . . . *don't try to swing back onto the pavement.* Wait until speed has been reduced, check the traffic behind you, look for a place where the drop-off is not excessive, then cut your wheels sharply and steer back onto the pavement.

WINTER DRIVING. Most drivers realize that winter creates additional hazards for automobiles, but many of them don't know what to do about it. Here are a few simple precautions which you should follow.

1. Equip your car with chains or snow tires. Chains are by far the most effective, and they should be used where ice and snow remain on the roadway. One word of caution . . . neither chains or snow tires will permit you to drive on slick pavement at normal speeds, so don't let yourself get a false feeling of security.

2. Maintain a safe interval. You must increase the distance from the car ahead of you according to the condition of the pavement. Many needless rear-end collisions occur on icy streets because drivers forget to leave stopping space. *Snow tires will slide on ice or packed snow.* To keep safe you must keep your distance.

3. Reduce speed to correspond with conditions. There is no such thing as a "safe" speed range at which you may drive on snow or ice. You must be extremely cautious until you are able to determine how much traction you can expect from your tires. Every city block and every mile of highway may be different, depending upon sun or shade and the surface of the roadway.

4. Keep windows clear. Remove snow and ice before you drive, even if you're just going to the corner drug store. Make certain the windshield wipers and defroster are working properly.

5. Watch for danger spots ahead. There may be ice on bridges when the rest of the pavement is clear. Snow melts more slowly in shady areas. Take precautions when approaching turns.

6. Get the feel of the roadway. Start out very slowly. It is both futile and foolish to burn the rubber off your tires by spinning the wheels. Test your brakes gently after the car is in motion, to determine how much traction you will have. Start slowing down *before* you come to a turn.

CONCENTRATION is one of the most important elements of safe driving. The driver's seat is no place for daydreaming, mental napping, window shopping, scenic viewing or distracting conversation. Driving an automobile is a full-time job. There have been too many accidents after which the driver said (if he survived) "I don't know what happened."

CHAPTER SIX

EXPRESSWAY DRIVING

Within the past few years many thousands of miles of "superhighways" have been constructed throughout the United States . . . fast, multiple-lane, controlled-access roads upon which you may drive for long distances without interruption, with minimum fatigue and maximum safety. In various areas they are known as tollroads, throughways, turnpikes, freeways and expressways. Some of them are free and some require a toll, but they all have one thing in common . . . if you know how to use them properly you can get to where you are going sooner and you have a better chance of getting there alive.

EXPRESSWAYS HAVE CERTAIN DISTINCTIVE FEATURES

INTERCHANGE. An intersection of two highways at different levels (over and under), with connecting roads for the transfer of traffic from one highway to the other. This design feature enables vehicles to cross, enter or leave either highway without interfering with other vehicles.

ENTRANCE RAMP. A short, one-way road designed for bringing vehicles onto a controlled-access highway. It is usually posted with the maximum safe speed.

EXIT RAMP. A short, one-way road leading from a controlled-access highway to another roadway.

SPEED-CHANGE LANES. Auxiliary lanes running along the expressway for a short distance, usually in connection with entrance or exit ramps. They are designed for the acceleration and deceleration of vehicles entering or leaving the high-speed, through-traffic lanes.

SERVICE AREA. A roadside stopping place on the tollway system, with entrance and exit ramps, where you may buy gasoline, food and other items.

REST AREA. A reserved, protected place at the side of the road, designed for travelers who wish to take a nap, eat a picnic lunch, study the map or just rest. The women will find a place to powder their nose.

1

2

3

4

TYPICAL EXPRESSWAY INTERCHANGE DESIGN

1 *Cloverleaf.* The name by which this type of interchange is commonly known comes from the shape. Photo No. 1 shows Interstate 55 crossing over US 54 at the northeast edge of Springfield, Illinois.

2 *Diamond.* A diamond-shaped interchange is illustrated in Photo No. 2 where a county road crosses over Interstate 80, six miles west of Morris in Grundy County.

3 *Trumpet.* Photo No. 3 shows the junction of Interstate 74 and Ill. 121 at the northwest edge of Morton in Tazewell County. The interchange takes 74 over 121.

4 *Partial Cloverleaf.* East Lake Shore Drive crosses over Interstate 55 at Lake Springfield in Photo No. 4.

Photos by Illinois Highway Division.

HIGHWAY SIGNS are most important—they make the difference between getting lost and getting to where you are going; and they can also make the difference between a safe trip and the hospital.

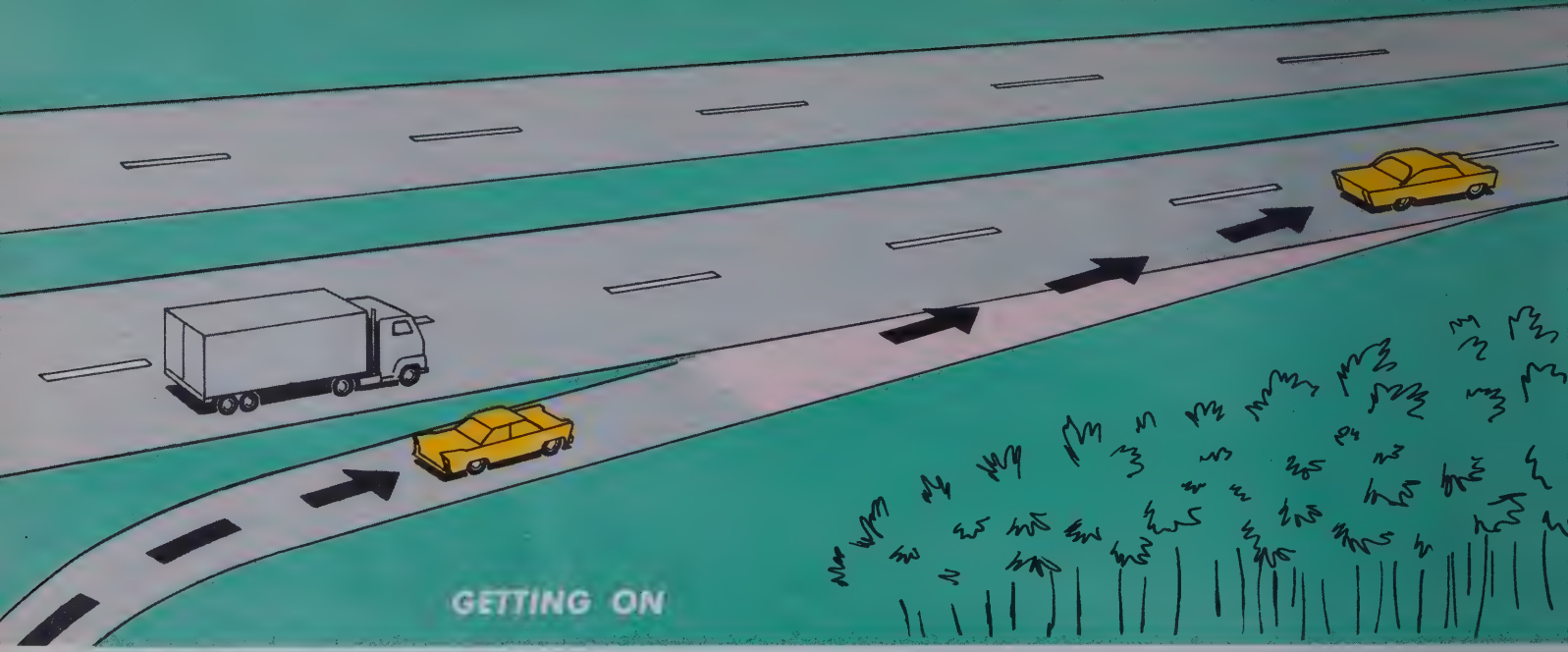
Expressway traffic is fast, heavy and constant, so you must plan ahead to be in the proper lane at the right time and the right place.

Highway signs are your cues—miss them and you will be in trouble. If you overrun your intended exit you *must* go on to the next one. Backing up is prohibited under any circumstances on all controlled-access highways.

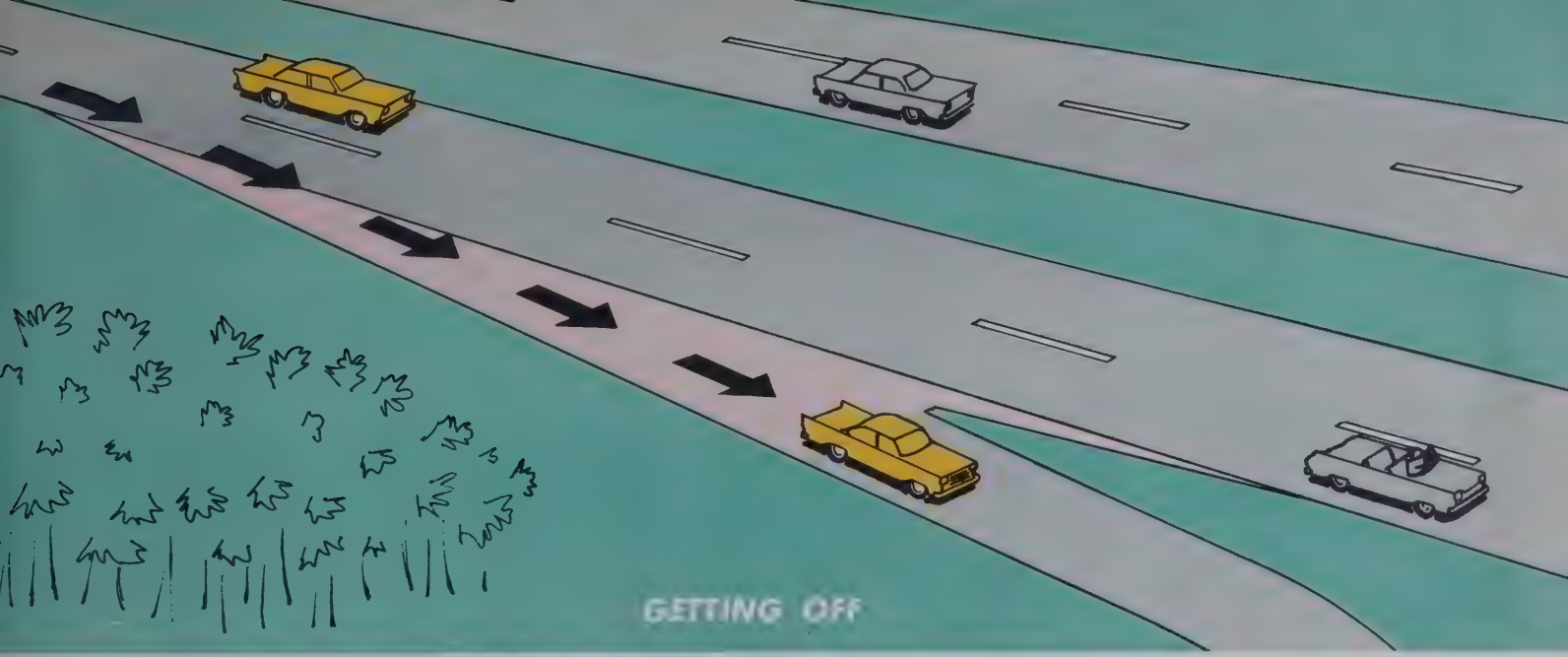
THE NEW EXPRESSWAYS have made traveling safer, faster and easier; however, they do have one problem—getting on and getting off. Drivers must use both skill and caution to safely enter a limited-access highway and merge smoothly with the fast-moving traffic.

There are two types of entrances. One is designed with both a ramp and a merging lane, as on the Interstate System; the other has an entrance ramp only. Merging lanes average 1,000 feet in length, and their purpose is to permit sufficient acceleration before turning into the fast expressway lanes. This prevents rear end collisions and interference with other traffic.

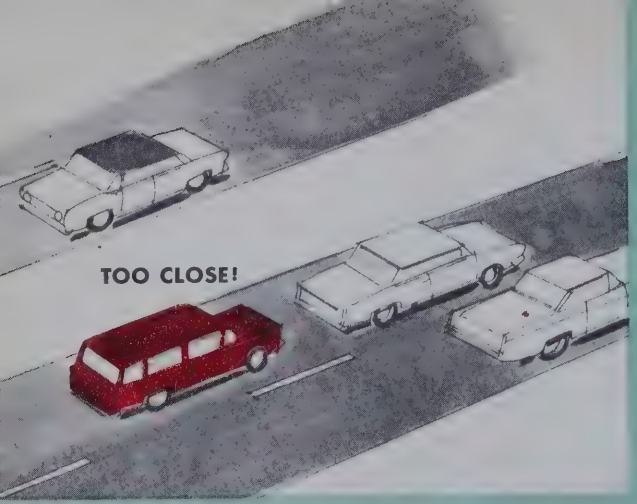
Entrance and exit ramps are shown on pages 78 and 79. Use them properly and you will have no trouble getting on and off safely.

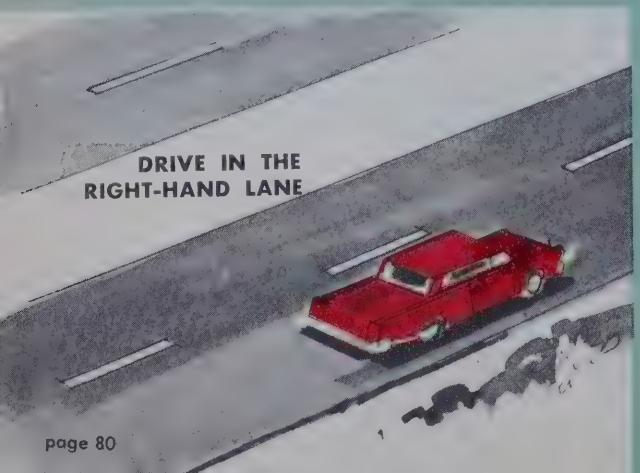


Illustrated above is a typical expressway entrance with a merging lane. A MERGING TRAFFIC sign on the expressway gives warning of the intersection ahead, and the ramp has a sign which shows the maximum safe entrance speed (25 to 50 mph). Drivers are required by law to adjust their speed and position so as to avoid a collision when approaching merging traffic lanes. The merging lane provides both time and space for you to gain enough speed to enter the traffic flow without interfering with the movement of other cars.



Speed-change lanes are also provided for slowing down when leaving the expressway. Posted exit ramp speeds are usually low, due to the design of the roadway, and a driver will find himself in serious trouble if he enters the ramp at expressway speed. Exit signs are posted far enough in advance of the ramp entrance to enable drivers to pull over on the speed-change lane. When planning to leave the expressway, watch for this sign and be prepared to change lanes. Guide signs tell you in advance that your exit is near.





EXPRESSWAY SAFETY REMINDERS

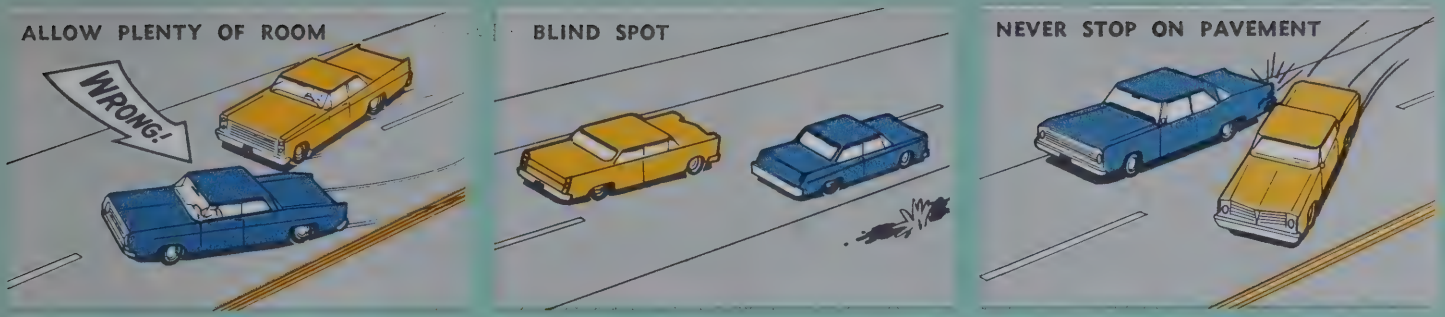
ALLOW PLENTY OF ROOM WHEN PASSING. Cutting back into the right-hand lane too soon is one of the causes of expressway collisions. Carefully check the left lane behind you before pulling out, and don't turn back into the right-hand lane until you can see in your rearview mirror the car that you just passed.

DON'T GET TOO CLOSE TO THE VEHICLE IN FRONT OF YOU. Always leave room for an emergency stop. When the weather is bad or the pavement is slick, double or triple the interval. Rear end collisions are the greatest potential hazard on the expressways.

DRIVE IN THE RIGHT-HAND LANE. The left lane is for passing.

USE YOUR REARVIEW MIRRORS. Constant checking of the traffic behind you is a necessary precaution in expressway travel. Always glance at the mirror before you change lanes, and don't forget to use the turn signal. Two outside rearview mirrors are also advisable.

STOP DRIVING WHEN YOU FEEL DROWSY. Don't try to fight it . . . pull off the highway at the first rest stop or service area. If you are merely nodding, a cup of coffee and a bit of stretching may be sufficient to wake you up. But if you are really sleepy get off the highway and take a nap. Drowsiness is one of the greatest dangers in expressway driving. Don't rely on "stay-awake" drugs. They are likely to make your driving even more hazardous.



STAY OUT OF ANOTHER DRIVER'S BLIND SPOT. Traveling in a position where the driver ahead of you cannot observe your vehicle in his rearview mirrors is a dangerous practice—he might pull out in front of you to pass a car. Either stay behind or go around.

EXERCISE YOUR EYES. Expressway drivers are subject to "highway hypnosis"... a condition of drowsiness or unawareness induced by monotony, the sound of the wind, the tires on the pavement and the steady hum of the engine. Keep shifting your eyes from one area of the roadway to another and focus them upon various objects—near and far, left and right. Reading the highway signs will help you to stay awake and drive more safely.

STOPPING ON THE PAVEMENT IS PROHIBITED. You will find service areas and rest stops at frequent intervals, so use them. Stopping on the shoulder is permitted only in an emergency, or when your car is unable to go any further. If it is necessary to stop, raise the hood and tie a white cloth to the aerial. *Don't walk along the expressway in search of help.*

CHECK YOUR CAR BEFORE YOU START. You won't find a garage unless you turn off the expressway, and a breakdown could cause considerable inconvenience and delay. Plan your trip carefully—mark the map to indicate all entrances, service areas and exits you plan to use. Doing these things will help you to have a safe, fast and pleasant journey.

CHAPTER SEVEN

MOTORCYCLES

There are many kinds of motorcycles, and they vary in size and power from the tiniest scooter or motorbike to the big heavy machines with engines that have as much horsepower as a small automobile. They all have one thing in common, however, they are motor vehicles and must be considered as such by everyone.

- A new 1967 Illinois law divides all types of motorcycles (including scooters and motorbikes) into two classifications, according to piston displacement; and those with less than 150 cubic centimeters are defined as "motor driven cycles."

- A drivers license is required to operate a motorcycle or motor driven cycle. See pages 5, 7, 8 and 10 for information regarding a motorcycle license classification.

- All motorcycles must carry a valid license plate when operated on streets or highways. A different series of plates is assigned to motor driven cycles; therefore, it is important to show the correct piston displacement on the license registration application.

- Motorcycle and motor driven cycle operators must observe traffic laws, signs and signals just as drivers of other types of vehicles are required to do.

RIDE A SAFE MOTORCYCLE

THE FOLLOWING ITEMS OF EQUIPMENT are required by law, and no motorcycle may be operated on a street or highway unless drivers, passengers and machines are in compliance therewith. These regulations apply to all types and sizes of motorcycles and motor driven cycles.

PROTECTIVE HEADGEAR. Both drivers and passengers must wear helmets of a type which is approved by the Illinois Department of Public Safety (State Police).

GOGGLES. Both drivers and passengers must be protected by glasses, goggles or a transparent shield; and these items must be of a type which meets the standards established by the Department of Public Safety.

MUFFLER. Motorcycles must have mufflers which are in constant operation and properly maintained to prevent any excessive or unusual noise. *Modification of an exhaust system for the purpose of amplifying or increasing the noise level is prohibited by law.*

BRAKES. Motorcycles must have two-wheel brakes with two separate means of application on at least one wheel. Motor driven cycles must have either a hand operated or foot operated brake on at least one wheel.

HEADLIGHT. One required, visible for 500 feet.

TAILLIGHT. Red, one required, visible for 500 feet.

STOP LIGHT. One required, red, visible for 500 feet and actuated by the braking mechanism.

HANDLEBARS. No motorcycle or motor driven cycle may be operated with handlebars which rise more than 15 inches in height from the level of the seat.

SEAT. Motorcycle operators are prohibited from carrying passengers unless the motorcycle has been designed to carry two people. A seat designed for a passenger must be equipped with permanent handgrips.

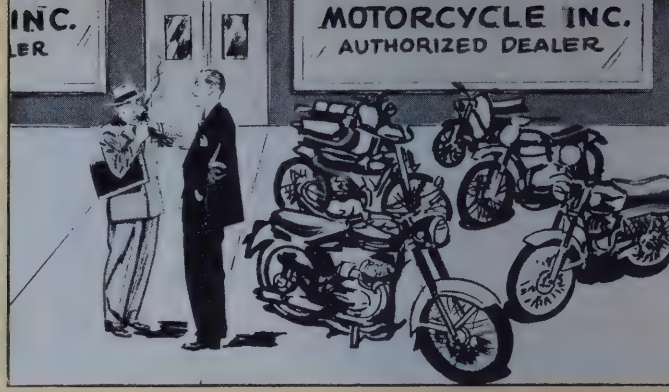
FOOTREST. A motorcycle designed and used to carry two persons must be equipped with adjustable footrests.

REARVIEW MIRROR. Motorcycles must be equipped with rearview mirrors which reflect a view for 200 feet.

HORN. Must have one that is audible for 200 feet.

SAFETY RULES FOR MOTORCYCLES

Motorcycling can be safe, lots of fun and a most practical means of transportation *IF* you take the proper precautions.



LEARNING HOW is the first and most important step. *Do not ride* on streets or highways until you are certain you can handle the machine. *Do not carry passengers* until you have learned to ride well, have had some experience and feel confident of your ability.

When shopping for your first bike, ask the dealer if he has a qualified instructor who will give you the necessary time for both off-the-road and on-the-road training. Some dealers will not sell a motorcycle to a customer until they are satisfied he has had enough training to enable him to learn to ride safely.

If the dealer is not interested in your welfare, find someone who is *qualified and experienced,* and who is willing to spend the necessary time to teach you the fundamentals. You can't expect to jump on a motorcycle the first time, without any practice, and take off like a professional . . . chances are you will end up in the hospital, and you may never be able to ride again.

Before you attempt your first solo, be sure to read the instruction book carefully and study all of the controls. Then sit on the bike and work them until you understand the operation thoroughly. Next, find an empty parking lot or some similar place where you are permitted to go; and practice starts, gear changes, turns and stops with your instructor or by yourself until you are confident you can handle the machine without making any mistakes.

Regardless of how you learn, you *must* have a driver's license or an instruction permit before you can drive on streets or highways.

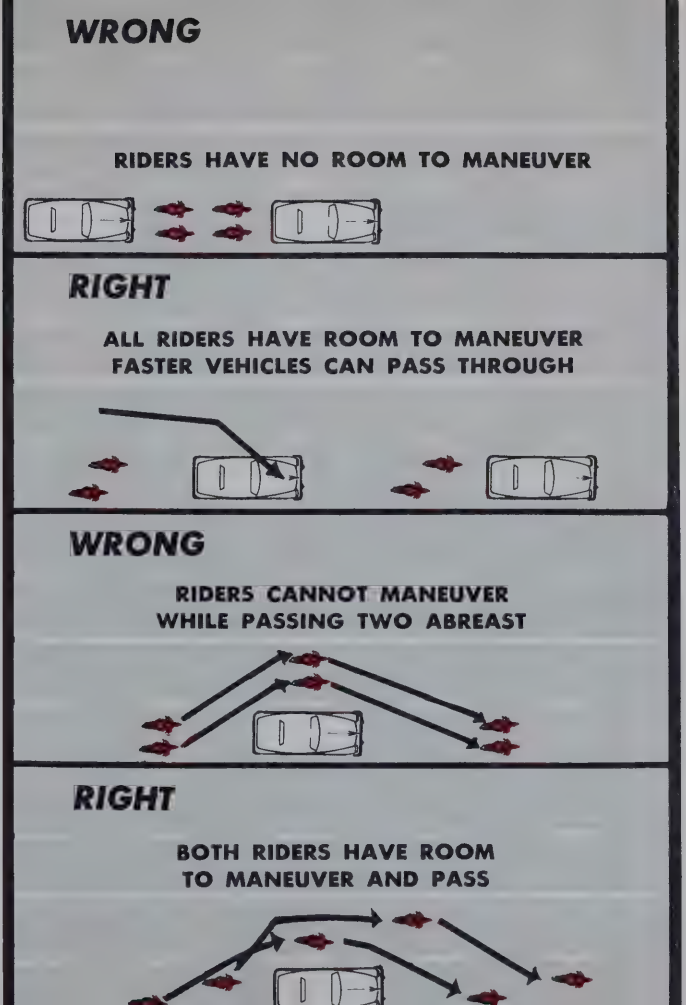
A MOTORCYCLE IS ONLY AS SAFE AS THE OPERATOR

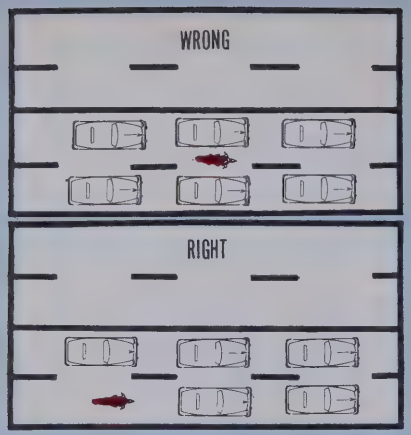
Here are some precautions which may keep you and your passengers from getting hurt . . .

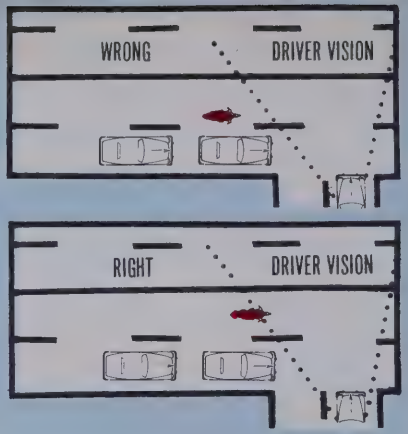
PROTECTIVE HEADGEAR and vision protection are required by law for both operator and passenger, but the law won't prevent injuries unless the equipment is worn. Motorcycle accident reports show head injuries to be the most common cause of fatalities, so be sure to buy a helmet that meets Illinois State Police specifications—a substandard model may be worse than useless. Heavy leather jackets and boots will help save skin and bones if you are unfortunate enough to go down.

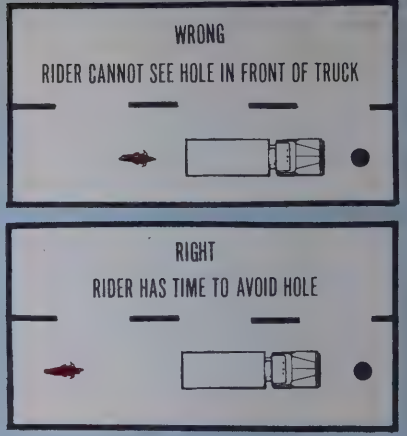
RIDE IN GROUPS OF TWO when riding with others. Never ride two abreast in the same traffic lane; stagger your positions so the rider on the left is in front of the right-hand machine. (See illustration) Don't follow another rider in his path of travel, and keep sufficient distance between each group of two for faster vehicles to pass safely through your formation.

PASSING OTHER VEHICLES. Motorcycle operators are prohibited by law from passing between two other vehicles proceeding in the same direction, unless there is an unobstructed traffic lane available to permit passing safely. They are also prohibited from passing on the right of any other vehicle proceeding in the same direction, unless there is unobstructed pavement at least 8 feet wide to the right of the vehicle being passed.









BE CAREFUL WITH THE BRAKES. Apply the rear one first . . . too much and too soon on the front will cause you to flip. Use an easy touch when the road is slippery and always brake *before, not into,* a turn.

WATCH FOR SLICK OR LOOSE SURFACES and reduce speed before you hit them. Wet roads and loose gravel will throw you if you get careless. Avoid the oil covered streak in the middle of traffic lanes.

PASSENGERS MUST NOT BE CARRIED unless the machine is designed for more than one person. One passenger only is permitted, *astride the seat.* A new, inexperienced rider should never carry a passenger; and an inexperienced passenger should be instructed as follows . . .

- Hold on to the handgrips or seat straps.
- Keep feet on foot rests at all times.
- When turning—relax, lean in the same direction as the operator and hold on.
- Don't touch the muffler—it's hot.

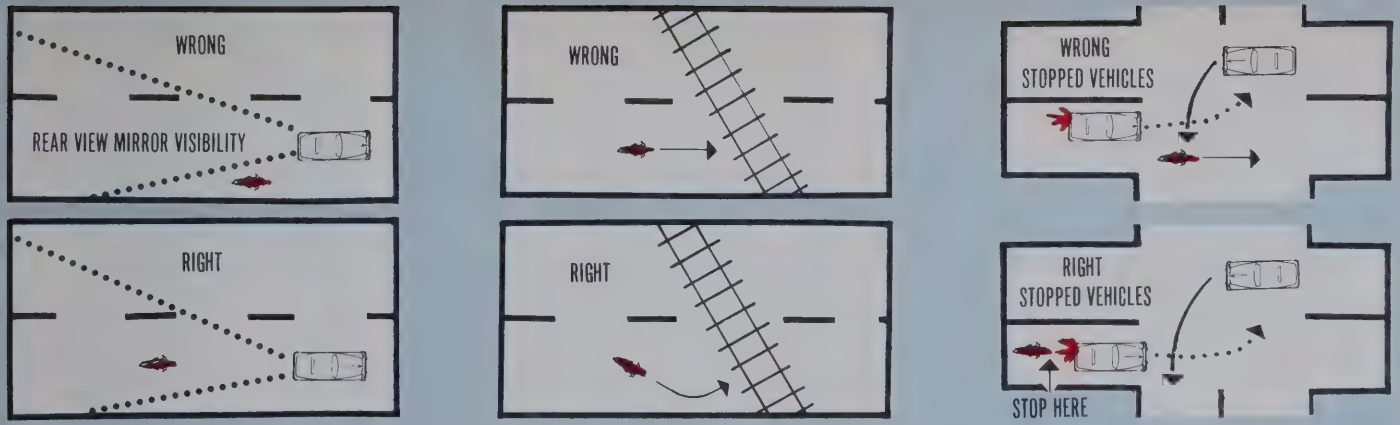
NEVER MAKE A MOVE until you can see clearly ahead when passing or changing lanes. Check traffic first.

BE ALERT AT INTERSECTIONS—this is where most motorcycle accidents occur. Remember, you can't defend your right-of-way against an automobile or a truck.

RAILROAD TRACKS or steel bridge expansion joints present a special problem. Try to cross them at an angle, if possible, to avoid skidding or catching the wheels.

DO NOT PARK where there is grease or oil.

TRY TO BE SEEN. The slim silhouette of bike and rider may not be observed in sufficient time by an automobile



driver. Your headlight is helpful . . . turn it on in the daytime also. Bright, light-colored clothing attracts the attention of other drivers, and may keep you from being run down. Be sure to ride in a position which will be visible to the automobile driver ahead of you—don't move into one of his "blind-spots."

DON'T LOAN YOUR MOTORCYCLE to anyone who is not experienced in riding your type of machine. A large percentage of accidents involve persons who are taking their first or second ride on a borrowed or rented cycle. Protect your machine and your pocketbook—an injured rider who is unlicensed or inexperienced could cause you to have serious financial responsibility problems.

FULL INSURANCE COVERAGE of the type that is available for automobiles is difficult, if not impossible, to obtain for motorcycles and their riders. Most companies will not write policies which cover injury to the operator, and it is even much harder to find insurance for a passenger.

Motorcycles are subject to the requirements of safety and financial responsibility laws, just like other kinds of motor vehicles. Before buying or operating a motorcycle, read Chapter Nine of this manual. It makes no difference whether you get hit or whether you hit something . . . the provisions of the law apply in either event.

Study your insurance policy carefully to determine exactly what coverage you have, so you will know whether it meets the requirements of the law. Before a passenger climbs on, tell him about the insurance . . . this may cause him to change his mind.

CHAPTER EIGHT

MEDICAL ASPECTS OF DRIVING

The physical condition of a person has an important bearing on his ability to drive safely. Illness, disability, alcohol or drugs are factors which may cause or contribute to traffic accident involvement. For example, nearly half of the drivers who were fatally injured in motor vehicle collisions in Illinois during 1966 were found, upon autopsy, to have measurable amounts of alcohol in their blood.

The following message from the State Health Director is presented for the guidance of all Illinois drivers. It deserves your most serious consideration.

MEDICAL ASPECTS OF DRIVING

Franklin D. Yoder, M. D., Director
Illinois Department of Public Health

IF YOU ARE TAKING DRUGS, ***consult your physician before driving.***

IF YOU ARE DRINKING—*DON'T DRIVE!*

In drinking, it is not important what kind of alcoholic beverage is consumed, or whether it is consumed on a full or fasting stomach. Whether the individual is an experienced drinker with a high degree of tolerance or one who seldom drinks is not the important point. The only significant fact is the amount of alcohol in an individual's blood and the consequent impairment of his driving ability.

Numerous studies, using individuals accustomed to drinking, all are in full agreement that two 12-oz. bottles of 3.2 per cent beer, or 2 oz. of 100 proof whisky consumed within one hour will place the average moderate drinker in the zone of impaired driving ability, i.e., with over 0.035 per cent alcohol in the blood.

Alcohol is a central nervous system depressant. Its effect on human beings, in all stages and phases is that of a depressant drug. While many individuals may experience a sense of exhilaration after consuming alcohol, this is not due to stimulation but to a depression of the inhibitory mechanism of the brain. They lose their inhibitions. Studies reveal that test subjects

after consumption of alcohol almost unanimously believe their performance is unimpaired or even better than usual, whereas objective testing demonstrates that performance *is* below par. This, too, is evidence of the depressant action of alcohol—a depression of the critical sense.

This depressant action of even small doses of alcohol is of obvious importance in the operation of motor vehicles. Driving performance in many persons is impaired at even lower levels than 0.035 per cent. There are very important factors involved, such as the impairment of judgment, observation, tolerance to glare and sense of caution, even though muscular performance may not be noticeably affected.

Alcohol is oxidized in the liver and eliminated through the kidneys and the lungs. The average person of 150 pounds (68 kg.) can oxidize and eliminate about one-third fluid ounce of alcohol per hour, decreasing the concentration of alcohol in his blood by approximately 0.015% per hour, if the individual does not consume more alcohol. Two drinks place one in the level of impairment for about two hours, as far as motor vehicle operation is concerned. The length of the necessary waiting period before driving can be thus computed. Neither coffee, food, nor cold showers will hasten the elimination period. These are the hard, physiological facts which must be taken into account by anyone who drinks . . . and also drives a car. An Illinois study revealed that almost half of all drivers killed in traffic accidents in 1966 had measurable amounts of alcohol in their blood. On the basis of this study the 75th Legislature lowered the blood-alcohol level from 0.15% to 0.10% as presumptive evidence of driving while under the influence.

MANY DRUGS impair the individual's ability to drive an automobile. The "miracle" drugs, antibiotics, for instance, make many ill persons *feel* well enough to drive even though they are not so physically. Many of these drugs also cause some loss of judgment, torpor, visual disturbances or eye muscle imbalance.

If you are taking such drugs, ask your physician about the side effects and if they could influence your driving ability. Accident-prone persons may be more susceptible to the hazardous side effects of drugs. They should not drive while taking drugs, no matter how safe the drugs might be ordinarily. Side effects of drugs are not uniformly predictable and this is an area of the individual's concern and responsibility.

Many persons rely on choosing their own remedies. Over-the-counter drugs may contain codeine, alcohol, scopolamine derivatives, antihistamines or bromides, all of which may impair driving ability.

Most of these definitely affect alertness, judgment, co-ordination and vision because they act on the central nervous system. If used in conjunction with drinking, their effects are intensified.

The amphetamines have long been abused as stimulants (pep pills) and appetite depressants; their euphoric effects in some drivers can impair judgment and cause them to take excessive risks.

Many drugs are illegally acquired. Most of these are hallucinogens, that is, cause hallucinations. They have singular abilities for changing normal emotional reactions, even causing individuals to become oblivious or indifferent to their surroundings. Anyone under the influence of these drugs must not drive a motor vehicle.

PATIENTS WITH CHRONIC ILLNESS requiring constant medication may be in the position that both the illness and the medication could affect driving ability. It is the physician's responsibility to warn such patients of this danger. Sometimes this hazard is of short duration, until the patient has learned to compensate for the drugs. In all cases, the physician must consider what potential hazard a particular medication will have, if the patient drives. It is of importance for the patient to inform the physician that he may be driving.

In other chronic illnesses where continuous medication may not be required, it should be emphasized that the physician has the responsibility to inform the patient with such an illness of his physical limitations with regard to driving an automobile. Conversely, it is the responsibility of the patient to ask the physician if his present physical condition is such that he may safely drive an automobile. These are areas for complete honesty between the physician and patient.

CHAPTER NINE

ACCIDENTS

If you are involved in an accident YOU MUST . . .

- Stop immediately (in a safe place)
- Assist the injured (if aid is necessary or requested)
- Give required information to other persons involved
- Notify the nearest police station immediately
- Report the accident to the Illinois Division of Highways

Most accidents could be avoided if drivers knew, understood and obeyed the traffic laws, signs and signals; and if they concentrated their full attention on driving. Collisions do occur, however, and it is important that you know what to do afterwards.

Illinois law requires a driver who is involved in any kind of an accident to stop immediately at the scene, or as close thereto as possible. *Make certain to stop in a safe place off the highway, if this can be done.* At nighttime, or when visibility is poor, set out lighted flares or reflectors if they are available.

Take immediate steps to obtain competent medical assistance for the accident victims, if the injuries are more than slight. *Caution . . . do not attempt to move or give first aid to a badly injured person unless he is bleeding profusely.* If there is severe bleeding, apply compresses or use tourniquets to stop the flow of blood. *Protect the victims from oncoming traffic if they are lying upon the roadway.*

A driver involved in an accident must remain at the scene until he has given his name, address and license numbers to the other parties.

REPORTS MUST BE MADE

If the accident results in damage to the property of any one person in excess of $100, or in death or bodily injury, there are two things which you must do . . .

1. Notify the nearest police station (state or local) by the fastest means of communication. (Sec. 41.01 "Uniform Act Regulating Traffic on Highways", approved August 19, 1963)

2. As soon as possible, but not later than ten days after the accident, send a written report to the Illinois Division of Highways, Bureau of Traffic, 801 State Office Building, Springfield, Illinois.

Report forms are provided by the Highway Division and may be obtained at most automobile insurance agencies. Failure or refusal to report an accident may result in the suspension of driving privileges.

STRIKING AN UNATTENDED VEHICLE OR FIXTURE. If a driver strikes an unattended vehicle, or a fixture upon or close to the street or highway, he must attempt to locate the owner or person in charge of the damaged property immediately and furnish such person his name, address, vehicle license number, and exhibit his driver's license. If it is impossible to find the owner or person in charge of a damaged vehicle, the driver is required by law to leave his name, address, vehicle license number, and a statement of the circumstances in a conspicuous place where it will be readily found by the owner.

PENALTY FOR LEAVING THE SCENE OF AN ACCIDENT. Illinois law provides a severe penalty upon conviction of leaving the scene of an accident in which death or personal injury was suffered by any person.

A driver who fails to stop at the scene of an accident in which his vehicle was involved and in which a person was killed or injured may, upon conviction, be sentenced to not less than 30 days nor more than one year in jail. In addition to the jail sentence the driver may also be fined up to $1,000. The law also provides that the Secretary of State must revoke the license of any person convicted of leaving the scene of an accident.

ACCIDENT REPORTS ARE CONFIDENTIAL. The Illinois traffic law reads as follows . . . "All required accident reports and supplemental reports shall be without prejudice to the individual so reporting and shall be for the confidential use of the department except that the department may disclose the identity of a person involved in an accident when such identity is not otherwise known or when such person denies his presence at such accident. No such report shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the department shall furnish upon demand of any person who has, or claims to have, made such a report, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department solely to prove a compliance or a failure to comply with the requirement that such a report be made to the department."

THE SAFETY RESPONSIBILITY LAW. Any driver who is involved in a motor vehicle accident which results in damage to the property of any one person in excess of $100, or in death or bodily injury, must make a written report to the Illinois Division of Highways. He must also satisfy the requirements of the Safety Responsibility Law, or his driving privileges

and motor vehicle registrations will be suspended.

The law requires that the driver establish future proof of financial responsibility and post security, in the amount evaluated by the Highway Division, to satisfy any judgment for damages resulting from the accident, *unless* . . .

1. He is able to show evidence of a liability insurance policy covering the vehicle involved and valid at the time of the accident.

If at the time of the accident, an owner or operator is covered by a motor vehicle liability policy or bond meeting the requirements of the Safety Responsibility Law, such owner or operator will be exempt from suspension resulting from that accident if the company issuing the policy or bond has failed, and such policy or bond was not effective at the time of the accident or at any time thereafter; provided that the owner or operator had no knowledge of the company's failure prior to the accident, and such owner or operator has secured within 30 days after learning of such failure another liability policy or bond meeting the requirements of the Safety Responsibility Law.

2. He is able to satisfy the requirements of the law by one of the other prescribed methods. (Chap. 7, Art. II, Illinois Motor Vehicle Law)

The accident report form provided by the Highway Division contains a section for information regarding automobile liability insurance. If a driver is unable to present evidence of a policy in effect at the time of an accident, his case will be certified to the Safety Responsibility Section of the Drivers License Division for appropriate action. The Secretary of State will then notify him of the requirements of the Safety Responsibility Law, and of the methods by which he may place himself in compliance.

In order to satisfy the requirements of the Safety Responsibility Law, an automobile liability insurance policy or bond must provide coverage for any one accident of not less than . . .

1. $10,000 for death or bodily injury to any one person.

2. $20,000 for death or bodily injury to two or more persons.

3. $5,000 for property damage to others.

If a driver who has been involved in an accident is unable to present evidence of liability insurance coverage in the amounts listed above, or is unable to post security and file proof of financial responsibility or otherwise place himself in compliance with the law, his driver's license will be suspended. The motor vehicle registrations (license plates) of all vehicles belonging to the owner of the automobile involved in the accident will also be suspended.

Under these circumstances, the driving privileges and motor vehicle registrations (or the privilege to obtain same) will remain suspended until the persons involved become eligible for reinstatement under one

of the following conditions, and until proof of financial responsibility has been established . . .

1. When one year has elapsed from the date the suspended licenses and registrations were surrendered to the Secretary of State, *if no suit for damages as a result of the accident is pending.*

2. When all judgments resulting from the accident have been satisfied.

3. When a release from liability with respect to all claims for injury or damages resulting from the accident has been obtained from all parties involved in the accident and filed with the Secretary of State.

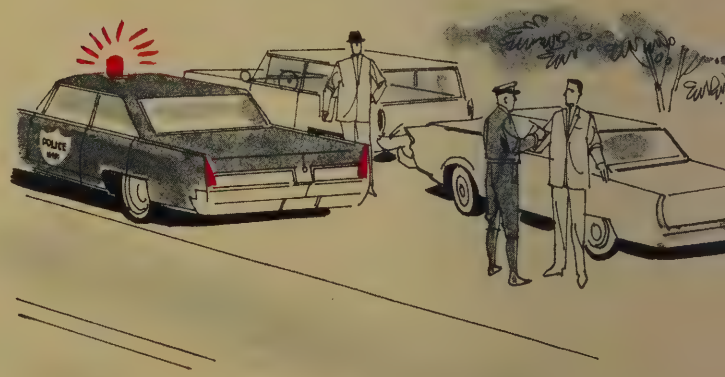
4. When the case has finally been adjudicated and a judgment entered in the suspended driver's favor.

A driver, or an owner, who complies with the law by posting the required amount of security and filing proof of future financial responsibility may, after two years from the date of the accident, obtain a refund of the deposit upon a showing of satisfactory proof that there is no litigation arising from the accident pending in any court.

THE FINANCIAL RESPONSIBILITY LAW. Any person whose drivers license and/or license plates have been suspended for failure to deposit security after an accident, must maintain future proof of financial responsibility, in the amounts listed, for a period of three years. He may do this by posting security acceptable to the Secretary of State, or by filing evidence of public liability and property damage insurance coverage.

The provisions of the Financial Responsibility Law also apply after a driver's license has been revoked. A new license cannot be issued until satisfactory evidence of financial responsibility for the future has been filed with and accepted by the Secretary of State.

ADDITIONAL INFORMATION. For detailed information regarding provisions of the Safety Responsibility and Financial Responsibility Laws, you may write to the Drivers License Division, Secretary of State's Office, Centennial Building, Springfield, Illinois. For information relative to accident reports and evaluation of damages, you may write to the Bureau of Traffic, Division of Highways, State Office Building, Springfield.



CHAPTER TEN

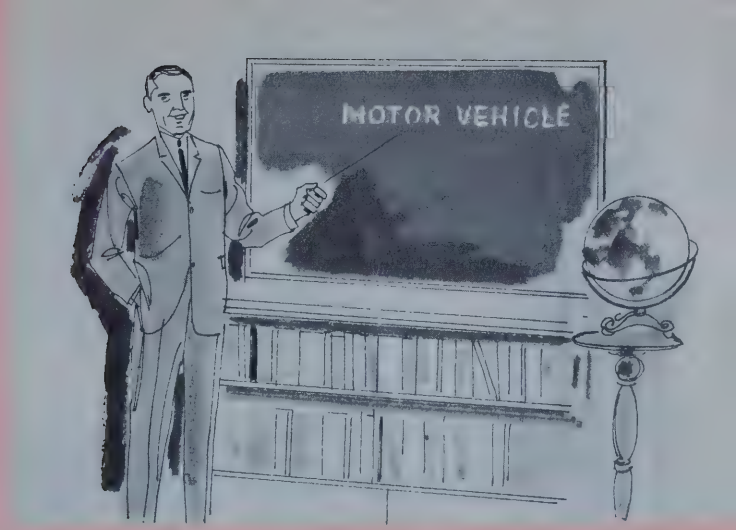
DEFINITIONS

The meanings of certain words and terms used in *Rules of the Road* are defined by law. Regardless of what you think they mean, or how they are used in everyday conversation, courts and police officers must consider only those definitions which are set forth by statute. It is important, therefore, that you read the definitions when you study this manual.

BUS. Every motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

CAMPER. A motor vehicle of the second division, converted or equipped, used for living quarters or human habitation but not for transportation of freight or merchandise.

CONTROLLED-ACCESS HIGHWAY. Every street, highway or roadway which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in the manner as may be determined by the public authority having jurisdiction over such street, highway or roadway.



CROSSWALK. That portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections; or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

DRIVER. Every person who drives or is in actual physical control of a vehicle.

FARM TRACTOR. Every motor vehicle designed and used primarily as a farm implement for drawing wagons, plows, mowing machines and other implements of husbandry, and every implement of husbandry which is self-propelled.

FIRST DIVISION VEHICLE. See motor vehicle definition.

HIGHWAY. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

HOUSE CAR. A motor vehicle of the first division, converted or equipped, and used for living quarters or human habitation. A house car is classified as a second division vehicle.

HOUSE TRAILER. A trailer or semi-trailer equipped and used for living quarters or human habitation, but not for transportation of freight or merchandise.

INTERSECTION. The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different roadways joining at any other angle may come in conflict. Where a highway includes two roadways 40 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection.

MERGING TRAFFIC. A maneuver executed by the drivers of vehicles on converging roadways to permit simultaneous or alternate entry into the junction thereof, wherein the driver of each vehicle involved is required to adjust his vehicular speed and lateral positions so as to avoid a collision with any other vehicle.

MOTOR VEHICLE. Every vehicle which is self-propelled. For registration purposes (license plates) motor vehicles include trailers and semi-trailers.

Motor vehicles are divided into two classifications: Those which are designed for the carrying of not more than 10 persons are designated as first division vehicles; and those which are designed for pulling or carrying freight, for the carrying of more than 10 persons, or designed or used for living quarters are classified as vehicles of the second division.

MOTOR DRIVEN CYCLE. Every motorcycle, motor scooter or bicycle with motor attached with less than 150 cubic centimeter piston displacement.

MOTORCYCLE. Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

PRIVATE LIVING COACH. A motor vehicle of the second division equipped and used for living quarters, human

habitation or mobile living rather than for the transportation of persons, and with direct access to the living quarters from the driver's seat.

RECREATIONAL VEHICLE. Every vehicle originally designed or permanently converted, used for living quarters or for human habitation and not used commercially. All recreational vehicles are classified as second division.

ROAD TRACTOR. Every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

ROADWAY. That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways the term "roadway" refers to any such roadway separately, not collectively.

SCHOOL BUS. Every motor vehicle of the second division operated by or for a public or governmental agency or by or for a private or religious organization that is used to transport children to or from school or in connection with any school activity, but not including buses operated by common carriers in urban transportation of school children.

SECOND DIVISION VEHICLE. See motor vehicle definition.

SEMI-TRAILER. Every vehicle, other than a pole trailer, with or without motive power designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and load rests upon or is carried by another vehicle.

STREET. The entire width between boundary lines of every way or place of whatever nature when any part thereof is open to the use of the public as a matter of right for purposes of vehicular traffic, other than public ways for vehicular traffic within a park district for which the park district has maintenance responsibility. "Street or highway" are defined alike.

TRAFFIC. Pedestrians, ridden or herded animals, vehicles, street cars, and other conveyances either singly or together while using any highway for purpose of travel.

TRAILER. Every vehicle without motive power designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

TRUCK-TRACTOR. Every motor vehicle designed and used primarily for drawing other vehicles.

VEHICLE. Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

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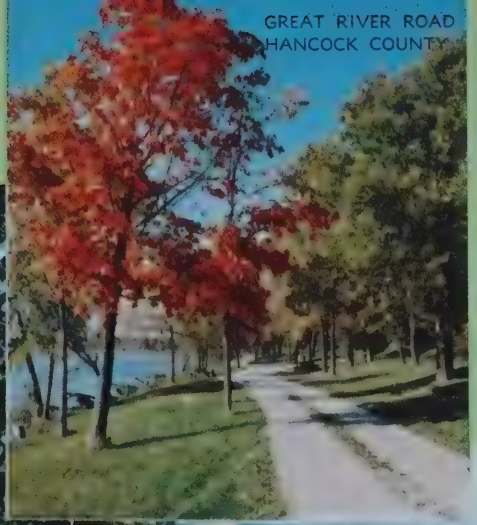

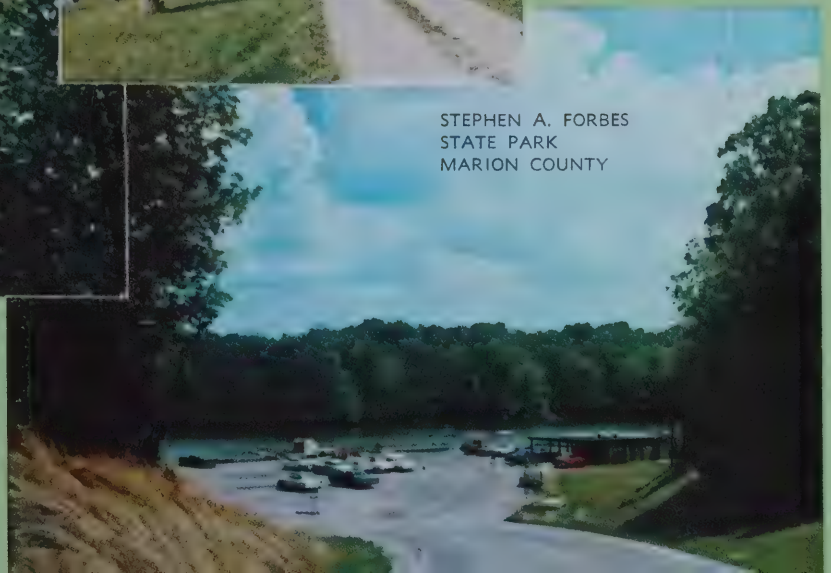

Traffic laws, signs and signals are designed to prevent death, injury and property damage on our highways; but they won't serve their purpose unless drivers understand and observe them.

IF YOU'RE NOT SURE—LOOK IT UP!

Many Illinois highways of scenic beauty await your driving pleasure. Help make them safe for everyone.

Photographs—Illinois Department of Conservation

BACK COVER:
STARVED ROCK
STATE PARK
LA SALLE COUNTY

Metropolitan
expressway
or
country lane . . .
you can't drive
safely
unless you know
the
RULES of the ROAD

Compiled by
PAUL POWELL
Secretary of State
Illinois

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Illinois Rules of the Road

Compiled by JOHN W. LEWIS
Secretary of State

January, 1971

RULES OF THE ROAD is designed so that you, the Illinois driver, will be well acquainted with the latest information and laws concerning driving in Illinois. Traffic safety experts tell us that highway accidents can be greatly reduced if drivers know, understand and observe traffic regulations.

We in Illinois have in the past two years done much to reduce highway accidents, but there is still a long way to go. If every driver makes it his personal responsibility to know and obey highway rules, we can do much toward further reducing traffic fatalities.

John W. Lewis

SECRETARY OF STATE

In the new Illinois, good roads are keys to improved commerce, recreation and safety. You may wish to travel our new downstate roads to visit some of Illinois' 40,000 acres of newly acquired conservation lands and vastly expanded park facilities, or drive through Chicago and enjoy its cultural exhibits and museums and its scenic lakefront.

Wherever you go in Illinois, you will find friendly people and a welcome atmosphere. We urge all Illinois citizens to use their highways and see more of their state.

Within the past two years we have improved more than 3,000 miles of deteriorating roads, widened more than 100 narrow bridges, and strengthened law enforcement on the highways through the addition of 200 men to the state police force. With these better roads and enforcement of our laws, the death rate on Illinois highways has dropped to the lowest level in a half-century, with the highest rate of decline in the nation.

We are proud of this record, but we rely on you to help maintain it. Enjoy the new roads and obey traffic laws; they are for your safety.

GOVERNOR

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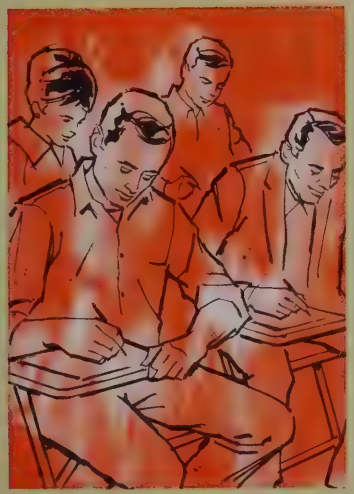
FRONT COVER—Illinois Division of Highways photo of the Dan Ryan Expressway, Chicago.

BACK COVER—Illinois Division of Highways photo of the interchange at U.S. 150 and U.S. 34 Bypass, Galesburg.

CHAPTER ONE

A LICENSE TO DRIVE



WHO NEEDS ONE? Almost everybody who wishes to operate a motor vehicle on the streets and highways of Illinois. There are some exceptions, as explained on Pages 7 and 8.

WHERE DO I GET ONE? You must go to the examination station in your local community for your first Illinois drivers license. It is located in the county seat in most areas, and is listed in the phone book. In counties with large populations you will find more than one station.

There are four in the Cook County area.

- 5401 North Elston Avenue 282-4000
- 9901 Dr. Martin Luther King, Jr. Drive 264-5700
- 5301 West Lexington Street 379-5600
- 570 West 209th Street, Chicago Heights 481-4310

WHAT KIND DO I NEED? It depends on what you wish to drive. Only one license is now issued in Illinois; but it is classified and coded to indicate the types and weights of motor vehicles which may be operated. (See Page 10) If you are learning to drive you must have an instruction permit before you get behind the wheel with your teacher.

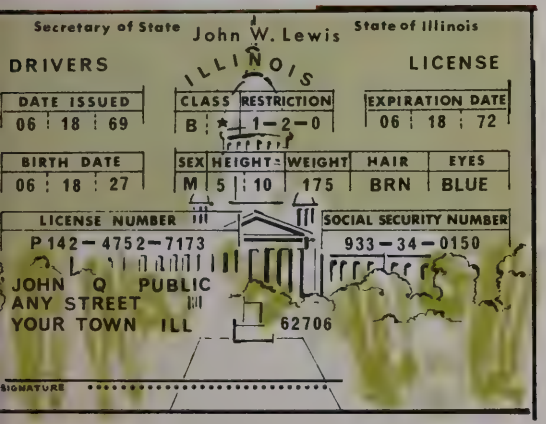
WHAT ARE THE REQUIREMENTS?

- You must be a legal resident of Illinois or you must make a declaration of intent to become a resident.
- You must have a valid residence address.
- You must surrender all valid, foreign-state licenses.
- You must furnish some acceptable form of personal identification. *Important*—If you do not have a social security number you must make application and receive one before a drivers license can be issued to you. Check with your local social security office to find how long this will take.

WHAT ARE THE AGE RESTRICTIONS? The minimum age for a drivers license is 18 years, except for those persons 16 and 17 years of age who have successfully completed a driver education course which has been approved by the Illinois Superintendent of Public Instruction, or a driver education course given in another state to an Illinois resident attending school in such state and approved by the driver education administrator of that state. *Important*—Persons under 18 years of age must show a driver education certificate (Form No. OSPI 55-03-111) to the driver examiner before they complete their test for a drivers license. Former residents of other states who come to Illinois may also obtain a certificate through the local school board if their state has a reciprocal agreement with Illinois.

A drivers license with a motorcycle classification which is issued to persons under 18 years of age is restricted to the operation of machines with engines under 150 cubic centimeters piston displacement.

No person under 18 years of age may operate a motor vehicle for the purpose of transporting property for hire, or for the purpose of transporting persons for compensation in a motor vehicle of the first division (see definition of vehicle).



No person under the age of 21 years may drive any motor vehicle when used for the transportation of passengers for compensation; any school bus when transporting persons, or any public or private motor vehicle when transporting passengers in connection with the operation of a school, day camp, summer camp or nursery school.

Instruction permits may be issued to persons who are 15, 16 and 17 years of age if they are enrolled in an approved driver education course.

UNMARRIED PERSONS UNDER TWENTY-ONE cannot obtain a license without the written consent of their father, if he is available and has custody; otherwise, the mother, guardian or a responsible adult. Satisfactory evidence of the date of birth may also be required if the applicant has not been previously licensed in Illinois.

The responsibility of the parent does not end when a license is issued, for the Secretary of State is required by law to cancel the license if the person who gave his consent makes a written request. This means that parents must concern themselves with the driving performance of their children and take corrective action whenever necessary. If traffic law violations or accidents continue, the license should be cancelled.

Drivers licenses of persons *under 18 years of age* are invalid during curfew hours unless such persons are accompanied and supervised by a parent, guardian or an approved, responsible companion 21 years of age or more. Curfew hours begin at 11 p.m. and extend to 6 a.m., except on Friday and Saturday nights when curfew time begins at midnight and ends at 6 a.m.

NEW RESIDENTS are given a 90-day grace period during which they may drive with a valid license issued by their home state, if they are at least 18 years of age and if they have the license in their possession.

A DRIVERS LICENSE IS NOT REQUIRED for persons who are exempted by Illinois law...

1. Service personnel of the Armed Forces who are legal residents of Illinois are given a 30-day grace period following their return to the continental limits

of the United States. This means that an Illinois serviceman may drive within his home state during that period with no license at all. The privilege is not granted, however, to the members of a serviceman's family.

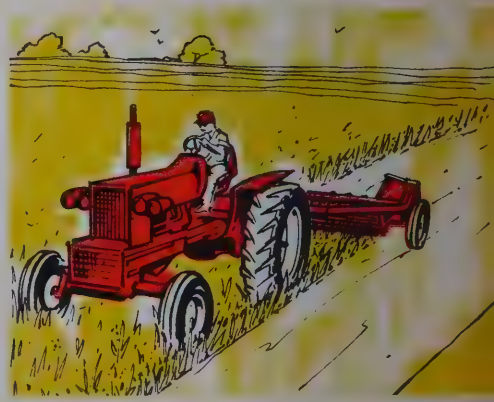
2. A nonresident on active duty in the Armed Forces of the United States who has a valid license issued by his home state, and such nonresident's spouse and dependent children (living with parents), who have a valid license issued by their home state, may operate a motor vehicle in Illinois. The Secretary of State may defer the expiration date of the drivers license of a person who is on active duty with the Armed Forces of the United States outside the State of Illinois and for 45 days thereafter; and, may grant like privileges to such serviceman's spouse and dependent children who are living with him while he is on active duty. (Effective July 1, 1970)

3. Employees of the United States Government or any member of the Armed Forces while operating a motor vehicle owned by or leased to the United States Government, if such vehicle is being operated on official business.

4. A nonresident who is at least 18 years of age and who has in his immediate possession a valid license issued to him by his home state or country may operate a motor vehicle in Illinois, if the home state or country grants similar privileges to Illinois residents.

5. A nonresident motorcycle driver who is at least 18 years of age, and who has in his immediate possession a valid license issued to him by his home state or country, may operate a motorcycle or motor driven cycle in Illinois for a period of not more than 90 days in any calendar year, if his license permits the operation of a motorcycle and if the home state or country extends like privileges to Illinois residents.

6. A person operating a road machine temporarily upon a highway, or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as a driver.



LEARNING TO DRIVE. Most young people receive driver education and driver

training in high school. Illinois law provides that such instruction must be given, if desired, to all residents of a school district between the ages of 15 and 21, even if they are not enrolled in a public school. Four dollars of each driver license fee goes to pay for the program.

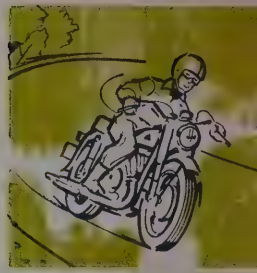
Commercial driver training schools, licensed and regulated under state law, are available for persons who did not have an opportunity to take driver education in high school. A minimum of six hours of classroom instruction and six hours behind-the-wheel instruction must be offered to the student.

INSTRUCTION PERMITS. Regardless of how you learn, you *must* have an instruction permit before you can legally practice driving. A permit may be obtained at a driver examination station after passing vision, traffic law and highway sign tests. Study this manual carefully before taking the examination. With an instruction permit you may take driving lessons for as long as twelve months, when accompanied by a licensed driver who has at least one year's driving experience and is occupying the seat beside you.

Instruction permits may be issued to persons 15, 16 and 17 years of age *if they are enrolled in a driver education course which has been approved by the State Superintendent of Public Instruction.* It makes no difference whether an approved course is offered at a public, private, institutional or commercial school; and all such permits are restricted to the operation of a motor vehicle *only when the driver is accompanied by an adult instructor of the driver education program* during enrollment therein. After successful completion of the driver education program, and before qualifying for a drivers license, an instruction permit which has been issued to a minor enrolled in a driver education program must be restricted to the operation of a motor vehicle only when accompanied by a person at least 21 years of age who has been licensed to operate a motor vehicle for at least one year, and who is occupying a seat beside the driver.

An instruction permit for a motor driven cycle is restricted to the operation of such cycle during daylight hours only, and it is not valid unless the holder

thereof is practicing under the direct supervision of a licensed motor driven cycle operator or motorcycle operator who is at least 21 years of age. A motorcycle instruction permit is valid for practice driving only when the holder thereof is under the direct supervision of a licensed motorcycle operator who is at least 21 years of age.



DRIVER LICENSE CLASSIFICATIONS

The new Illinois drivers license is classified according to the type and weight of vehicles which may be operated by the person to whom issued.

Class A Any motor vehicle of 8,000 lbs. gross weight or less, except motorcycles and motor driven cycles.

Class B Any motor vehicle of 16,000 lbs. gross weight or less, except motorcycles and motor driven cycles.

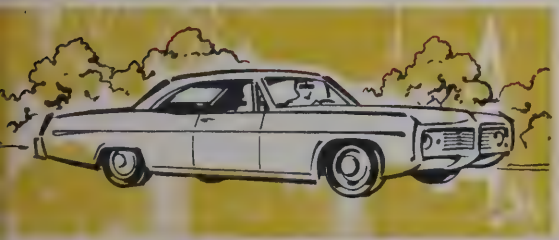
Class C Any motor vehicle except tractor semi-trailers, tractor semi-trailer-trailer combinations, motorcycles and motor driven cycles.

Class D Any motor vehicle except motorcycles and motor driven cycles.

Class L Motor driven cycles only (less than 150 cc).

Class M Motorcycles and motor driven cycles only.

A single drivers license with a combination of classifications will be issued to those persons who wish to drive various types of vehicles and who are able to qualify by examination or otherwise. For example, Class B M will permit the holder thereof to operate motorcycles as well as any vehicle weighing 16,000 lbs. or less. A person applying for his first license in Illinois, however, must take a motorcycle as well as a passenger car or 16,000 lb. truck examination in order to obtain a B M classification.



EMPLOYER'S CERTIFICATION. Persons who are employed as drivers may submit an employer's certification if they do not wish to take the driver examination; however, such certification must meet the following conditions:

1. The employer must have a regular, established business and must operate a fleet of vehicles.

2. The applicant must be employed and paid as a driver at the time of certification.

3. The employer must have an operational training program which meets the minimum standards of the Secretary of State.

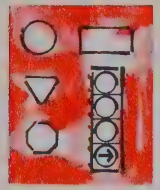
4. Classroom instruction and road testing must be supervised by a qualified safety officer, and the employer must maintain adequate classroom facilities.

5. The employer must maintain accurate driver performance records, and must be able to furnish them upon request.

6. The traffic safety officer of the place of employment must certify that the license applicant is qualified by experience, or that he has satisfactorily completed the company's prescribed course in classroom instruction and behind-the-wheel training.

THE DRIVER EXAMINATION consists of four parts . . .

VISION. Your vision will be tested to determine if you can see well enough to drive safely. If the test discloses that you require corrective eye lenses to meet the minimum visual standards, your license will be restricted to the operation of a motor vehicle *only* when wearing glasses or contact lenses.



HIGHWAY SIGNS AND SIGNALS. To drive safely you must be able to read and understand signs and signals. You will be asked to identify certain signs by their shape, color or the symbol appearing on them; and you will also be required to explain the meaning of other types of official traffic control devices. Read Chapter Three.

TRAFFIC LAWS. You will be required to take a written examination to test your knowledge of Illinois traffic laws. Chapter Four tells you what you need to know.

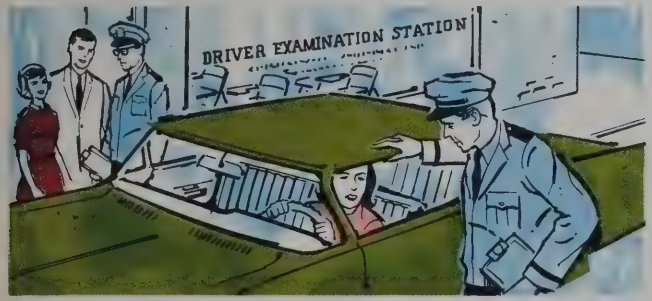
DRIVING TEST. You must drive over a test route so the examiner can determine if you have the ability to operate a motor vehicle safely. Certain maneuvers will be graded, including starting, stopping, backing, turning, driving in proper lane, observance of signs and signals. Violation of a traffic law will cause you to fail, regardless of how well you do.

MOTORCYCLE ROAD TEST. A motorcycle examination will be given to those persons who wish to obtain a motorcycle classification on their license. It will include knowledge and operation of controls, starting from standing position, gear shifting skill, slow speed driving and a figure 8 ride. An applicant for a motorcycle license will also be required to demonstrate that he can safely handle the machine when the engine is not operating. A driving test in traffic will also be given, similar to the automobile road test.

PHYSICAL CONDITION. One of the questions which you must answer when you make application for a drivers license refers to your physical condition. If you are now or have been previously afflicted with any physical or mental disability or disease which could interfere with the safe operation of a motor vehicle, you should consult your medical doctor before going to the examination station. If he determines that you are now well enough to drive safely, ask for a statement to give to the driver examiner. This will save you the inconvenience of making another trip to the station.

IMPORTANT—No one except the license examiner will be permitted to go with you while you are taking the driving test. If children come with you to the examination station you must also bring someone to take care of them while you are being tested.

YOU MUST FURNISH THE VEHICLE for your driving test and it must be properly licensed and equipped . . . see Chapter Two. It must also fit the classification of the license for which you are applying. Written examinations and road tests for certain types of vehicles — tractor-semis for example — will include questions and maneuvers which are peculiar to that type of vehicle. Unless you have a valid drivers license or permit, your vehicle must be driven to the examination station by someone who has.



LICENSE FEES

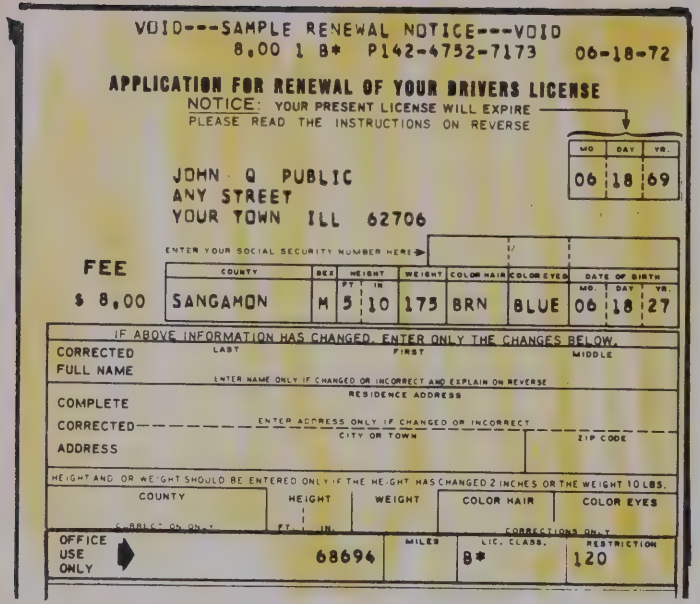
Drivers license	$8.00
Instruction permit	8.00
Duplicate or corrected license	3.00

No additional fee will be charged for a drivers license when issued to the holder of an instruction permit who becomes eligible for such license.

LICENSE RENEWAL. A drivers license remains valid for a period of three years from the expiration date of the previous license, unless sooner revoked or cancelled. Approximately 30 days before the expiration of your present license you will receive in the mail either a renewal application form or a notice to report to your local examination station for a driver test. Illinois law and the National Highway Safety Bureau require all drivers to be re-examined, and this program will be carried out according to the capacity of driver examination stations in the various counties. This means you will receive a notice to take the test either upon your next license renewal or at a later renewal date. All drivers 69 years of age or older are required by law to be re-examined each time they make application for license renewal.

The expiration date of driver licenses issued to Illinois servicemen, their wives and dependent children who are stationed outside of Illinois will be extended until 45 days after they return to their home state.

If you failed to notify the Secretary of State of a change in name or address (as required by law), you probably will not receive a license renewal notice. In case you do not get one through the mail, you may either write to the Secretary of State, State Capitol, Springfield, Illinois 62706 or you may go to your local driver examination station and ask for the proper form upon which to request a renewal application. *Your new license cannot be issued to you until this application form has been properly completed and submitted to the Secretary of State with the required fee.*



VOID---SAMPLE RENEWAL NOTICE---VOID
8,00 1 B* P142-4752-7173 06-18-72

APPLICATION FOR RENEWAL OF YOUR DRIVERS LICENSE

NOTICE: YOUR PRESENT LICENSE WILL EXPIRE
PLEASE READ THE INSTRUCTIONS ON REVERSE

MO	DAY	YR.
06	18	69

JOHN Q PUBLIC
ANY STREET
YOUR TOWN ILL 62706

ENTER YOUR SOCIAL SECURITY NUMBER HERE →

FEE
$ 8,00

COUNTY	SEX	HEIGHT FT.	HEIGHT IN.	WEIGHT	COLOR HAIR	COLOR EYES	DATE OF BIRTH MO.	DAY	YR.
SANGAMON	M	5	10	175	BRN	BLUE	06	18	27

IF ABOVE INFORMATION HAS CHANGED, ENTER ONLY THE CHANGES BELOW.

CORRECTED FULL NAME — LAST — FIRST — MIDDLE
ENTER NAME ONLY IF CHANGED OR INCORRECT AND EXPLAIN ON REVERSE

COMPLETE RESIDENCE ADDRESS
CORRECTED ADDRESS — ENTER ADDRESS ONLY IF CHANGED OR INCORRECT
CITY OR TOWN — ZIP CODE

HEIGHT AND OR WEIGHT SHOULD BE ENTERED ONLY IF THE HEIGHT HAS CHANGED 2 INCHES OR THE WEIGHT 10 LBS.

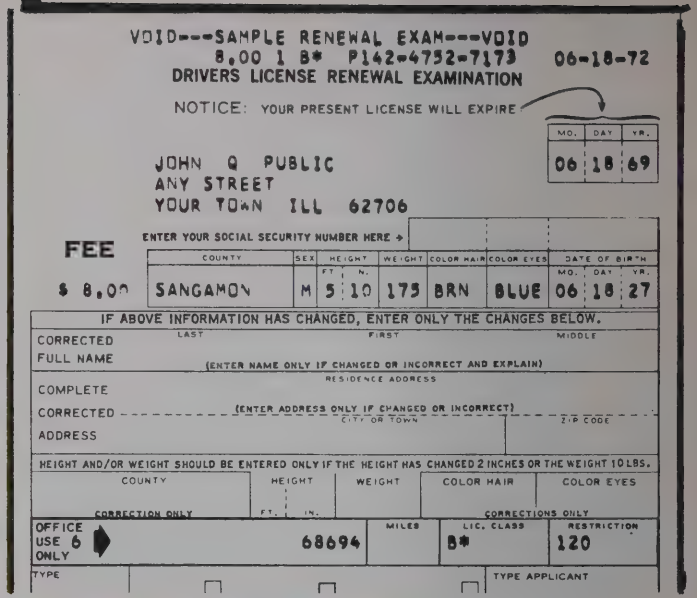
COUNTY	HEIGHT FT. IN.	WEIGHT	COLOR HAIR	COLOR EYES
SCRIBLE OR PRINT			CORRECTIONS ONLY	

OFFICE USE ONLY		MILES	LIC. CLASS.	RESTRICTION
	68694		B*	120

YELLOW RENEWAL NOTICE

(No examination required)

Complete this renewal application form by furnishing the required information. Then have the form notarized, attach a check or money order for $8 in payment of fee and mail to John W. Lewis, Secretary of State, Drivers License Division, State Capitol, Springfield, Illinois 62706.



VOID---SAMPLE RENEWAL EXAM---VOID
8,00 1 B* P142-4752-7173 06-18-72
DRIVERS LICENSE RENEWAL EXAMINATION

NOTICE: YOUR PRESENT LICENSE WILL EXPIRE

MO.	DAY	YR.
06	18	69

JOHN Q PUBLIC
ANY STREET
YOUR TOWN ILL 62706

ENTER YOUR SOCIAL SECURITY NUMBER HERE →

FEE
$ 8,00

COUNTY	SEX	HEIGHT FT.	HEIGHT IN.	WEIGHT	COLOR HAIR	COLOR EYES	DATE OF BIRTH MO.	DAY	YR.
SANGAMON	M	5	10	175	BRN	BLUE	06	18	27

IF ABOVE INFORMATION HAS CHANGED, ENTER ONLY THE CHANGES BELOW.

CORRECTED FULL NAME — LAST — FIRST — MIDDLE
(ENTER NAME ONLY IF CHANGED OR INCORRECT AND EXPLAIN)

COMPLETE RESIDENCE ADDRESS
CORRECTED ADDRESS — (ENTER ADDRESS ONLY IF CHANGED OR INCORRECT)
CITY OR TOWN — ZIP CODE

HEIGHT AND/OR WEIGHT SHOULD BE ENTERED ONLY IF THE HEIGHT HAS CHANGED 2 INCHES OR THE WEIGHT 10 LBS.

COUNTY	HEIGHT FT. IN.	WEIGHT	COLOR HAIR	COLOR EYES
CORRECTION ONLY			CORRECTIONS ONLY	

OFFICE USE 6 ONLY		MILES	LIC. CLASS	RESTRICTION
	68694		B*	120

TYPE ☐ ☐ ☐ TYPE APPLICANT

WHITE RENEWAL NOTICE

(Examination required)

If you receive this notice you must go to your local driver examination station to have your license renewed. The shaded area of the form "Office Use Only" will show either a figure 6 or 7 next to the arrow. A type 6 notice means you will be given the inside tests only . . . vision, highway signs and traffic laws. Type 7 requires the driving test also.

OPERATORS' LICENSES issued prior to January 1, 1969 will remain valid until expiration unless cancelled or revoked.

DUPLICATE AND CORRECTED LICENSES. If your license is lost, stolen or destroyed you may obtain a duplicate by making application therefor and paying the required fee. A corrected license may be obtained in the same way if the information stated on the original has changed, but the original must be attached to the application for correction. Application forms may be obtained from driver examination stations, currency exchanges, notaries public or by writing to the Secretary of State.

RECLASSIFICATION OF DRIVERS LICENSES. You may obtain a reclassification of your drivers license if you wish to operate other types of vehicles. To do this it will be necessary for you to go to your local examination station.

CHANGE OF NAME OR ADDRESS. If you change your name, by marriage or otherwise, or if you move to an address other than the one shown on your license you must notify the Secretary of State in writing within ten days of the old and new names and addresses. Be sure to give your correct driver license number.

YOU MUST HAVE YOUR LICENSE with you at all times when operating a motor vehicle, and you must show it upon demand of a law enforcement officer. If you cannot produce a license you will be given an opportunity in court to prove that you had one.

It is unlawful to permit any other person to use your license, and the law also prohibits you from loaning your car to any person who does not have a valid license.

LICENSE IN LIEU OF BAIL. Any person who is arrested and charged with a violation of the state traffic law or with operating a motor vehicle without license plates *may* deposit his Illinois license with the officer who demands bail, in lieu of any other security for his appearance in court. The option lies entirely with the driver, except as provided by law in the case of certain offenses.

This provision does not apply whenever a driver is charged with leaving the scene of an accident involving death or personal injury, driving while intoxicated, reckless driving, drag racing or driving a vehicle which is overweight on axle.

The court may require, however, that the license also be deposited *in addition to cash bail* when persons are arrested and charged with leaving the scene of an accident, driving while intoxicated, reckless driving or drag racing. If a driver who has deposited his license in lieu of bail fails to appear in court to answer to the charge, the license will be sent to the Secretary of State for suspension.

PERSONS WHO ARE HIRED TO DRIVE are responsible, as well as the owners of the vehicles, insofar as motor vehicle and traffic laws are concerned. This means they should have a thorough knowledge and understanding of Chapters Two, Three and Four of this manual. See laws regulating weights of vehicles on page 79.

SCHOOL BUSES are regulated by the Superintendent of Public Instruction, and persons who wish to drive these vehicles should write to his Springfield office for a copy of the rules. You may also obtain information from your local office of the County Superintendent of Schools.

INTERSTATE OPERATORS are also required to observe certain federal regulations. Drivers who wish to operate trucks which are engaged in this type of service should write for a copy of *Motor Carrier Safety Regulations*, published by the Bureau of Motor Carrier Safety of the Federal Highway Administration. It may be obtained for thirty-five cents from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

INTERSTATE COMMERCE is defined as transportation between two or more states or transportation originating in one state and passing into or through other states for delivery in another state, and which is not intrastate.

INTRASTATE COMMERCE is defined as transportation originating at any point within this state and destined to any other point or place within this state, irrespective of the route, highway or highways traversed, and including transportation which passes into or through another state before delivery is made within this state, and including any act of transportation which includes or completes a pickup within Illinois for delivery within Illinois.

YOU CAN LOSE YOUR LICENSE

When your first license is issued a file is established in the Secretary of State's office, and your driving performance will be recorded as long as you remain a resident of Illinois. All reports of accidents and traffic law violation convictions will be posted to your record by an electronic computer which calculates the score each time a new item is added.

Appropriate action will then be taken in accordance with the Illinois point system for driver control. This may include a warning letter, re-examination, an interview, suspension or revocation, depending upon the circumstances.

YOUR LICENSE WILL BE REVOKED if you are convicted of . . .

- Manslaughter or reckless homicide resulting from the operation of a motor vehicle.
- Driving or being in actual physical control of a vehicle while under the influence of drugs or intoxicating liquor.
- Any felony under the laws of any state or the Federal Government, in the commission of which a motor vehicle was used.
- Leaving the scene of a motor vehicle collision in which you are involved as a driver, if such collision results in death or personal injury.
- Perjury or the making of any false affidavit to the Secretary of State.
- Three charges of reckless driving within a period of twelve months.
- Drag racing.
- Theft of a motor vehicle or a part thereof.
- Violation of the Financial Responsibility Law relating to the operation of motor vehicles used for the transportation of persons for hire.

YOUR LICENSE MAY BE SUSPENDED OR REVOKED if you . . .

- Commit an offense for which mandatory revocation is required upon conviction.
- Are convicted of committing three or more moving offenses against traffic regulations within any 12 month period.
- Are repeatedly involved as a driver in motor vehicle collisions or repeatedly convicted of offenses against laws regulating the movement of traffic.
- Unlawfully operate a motor vehicle and thereby cause or contribute to an accident resulting in death or injury to any person.
- Allow an unlawful or fraudulent use of your license or permit.

- Are convicted of an offense in another state which, if committed in Illinois, would be grounds for suspension or revocation.
- Refuse or fail to submit to a driver examination or fail to pass such examination successfully.
- Make a false statement or knowingly conceal a material fact in applying for any license or permit.
- Are convicted of attempting to elude a police officer.
- Display or represent as your own any license or permit not issued to you.
- Are found to be ineligible for a license which has been issued to you.
- Fail to comply with the restrictions imposed on your license.
- Take a driver examination for the purpose of obtaining a license for another person.
- Are under 18 years of age and you operate a motor vehicle while you are in violation of the curfew law.

YOU WILL ALSO LOSE YOUR LICENSE

- If you are convicted of any of the misdemeanors which are listed below.
- If you are convicted of a violation of Section 21-2 of the Criminal Code of 1961 relating to criminal trespass to vehicles.
- If you fail, refuse or neglect to report a traffic accident as required by law.
- If you are convicted of the possession or sale of any blank license or permit.
- If you deposit your drivers license in lieu of bail after being arrested for a traffic law violation and fail to appear in court to answer to the charge, or otherwise satisfy the court.

IF YOU ARE CONVICTED of driving while your license is revoked or suspended, or if you are convicted of a traffic law violation which indicates that you were driving during a time when your license was suspended or revoked, the period of suspension or revocation will be automatically extended for an additional like period.

IT IS A MISDEMEANOR for any person to . . .

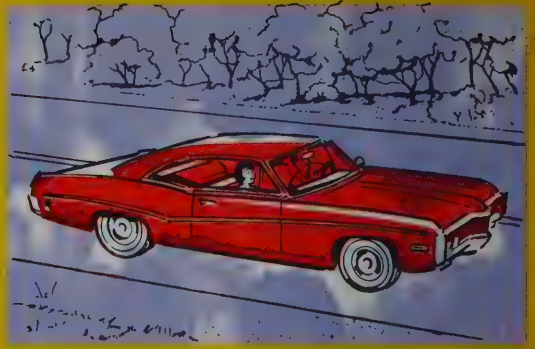
- Possess, display or permit to be displayed any cancelled, revoked, suspended, fictitious or fraudulently altered license or permit.
- Lend a license to another person or permit the use thereof, or to permit any unlawful use of a license issued to him.
- Display or represent as his own any license or permit not issued to him.
- Take a driver examination for another person.

PENALTIES FOR UNLICENSED DRIVING

- Driving after suspension or revocation, or before reinstatement of driving privileges, is punishable by imprisonment from 7 days to one year and a fine not to exceed $1,000.
- A fine of not less than $20 nor more than $300 may be imposed for driving with an expired drivers license, and the minimum fine is $50 if the expiration period is greater than 6 months.
- Persons who have never had a license may be punished by imprisonment from 3 days to one year and a fine not to exceed $1,000.

CHAPTER TWO

THE MOTOR VEHICLE



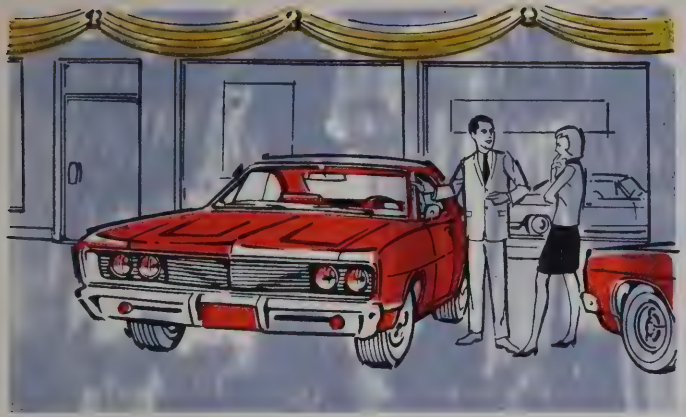
Motor vehicles must be licensed as well as their drivers, and they must be equipped as required by law.

New residents and prospective car buyers will find in this chapter the information they need concerning license plates and equipment. Other car owners should also read Chapter Two so they may learn if their automobiles meet all of the legal requirements.

LICENSE PLATE REGISTRATION AND CERTIFICATE OF TITLE

VEHICLES PURCHASED IN ILLINOIS

If you buy a new or used car from a licensed Illinois dealer, the dealer must complete the necessary application forms to obtain your license plates, certificate of title or transfer. He must then send these items to the office of the Secretary of State along with separate remittances in payment of license fees and use tax. This is a requirement of the Illinois law.



If you buy an automobile from someone other than a dealer, you must take care of your own application forms. No use tax remittance is required in this type of a transaction. Applications for certificate of title and license plates or transfer must be accompanied by the correct fee (shown on the reverse of the form), and by a properly assigned certificate of title issued in the name of the person from whom the vehicle is being purchased. These papers may be mailed to the Secretary of State's Office, State Capitol, Springfield, Illinois 62706; or they may be presented in person at the Centennial Building, Springfield. You may also go to one of the Secretary of State's three Motor Vehicle Division offices in Chicago . . . 5401 North Elston Avenue, 9901 Dr. Martin Luther King, Jr. Drive and 5301 West Lexington Street.

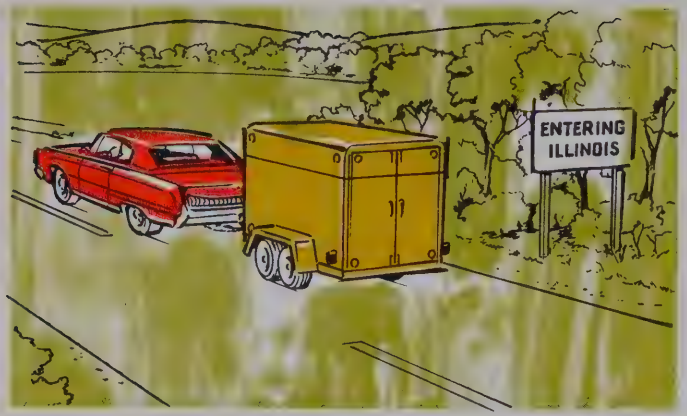
VEHICLES PURCHASED OUTSIDE OF ILLINOIS

If you are an Illinois resident and you buy a car from a person or a dealer outside the state, you must submit the following items to the Secretary of State in order to obtain a license plate registration or transfer and a certificate of title:

1. Applications for certificate of title, license plates or license transfer.
2. Remittance in payment of fee, as indicated on reverse of the application form.
3. Certificate of Origin, properly assigned by the car dealer, if purchased new. If it is a used car, an assigned certificate of title issued by the state in which purchased is required. If the state where purchased does not issue a title, the most recent registration certificate for license plates must be submitted, as well as a chain of notarized bills of sale from the last registered owner to the Illinois buyer.
4. For the Illinois Department of Revenue (use tax), a notarized bill of sale from the dealer showing the purchase price and the trade-in allowance; along with a remittance in the amount of 4% of the purchase price less the trade-in. The remittance must be made payable to the Department of Revenue, but all items must be mailed or presented to the Secretary of State.

If an Illinois resident who buys a motor vehicle outside Illinois is liable for Illinois use tax, he may claim depreciation of 2% of the purchase price for each full month of prior out-of-state use (if any) by him, and he may take credit against the Illinois use tax for sales or use tax previously paid by him in another state on the same vehicle.

If purchased from a private individual outside the state of Illinois, no use tax payment is required.



VEHICLES BROUGHT INTO ILLINOIS BY THEIR OWNERS

Persons who are visitors or temporary residents of Illinois may operate passenger cars which are properly registered (license plates) in their home state.

Any person who is a resident of another state and who is engaged in business in Illinois is granted a grace period for his own or his company passenger car equal to the reciprocity privileges offered to Illinois residents by his home state. After the end of this period the vehicle must be registered in Illinois.

A passenger car owner who is a legal resident of another state, and whose vehicle is properly registered in that state, is also granted a grace period equal to that offered by his home state. When this period expires he must obtain an Illinois certificate of title and license plates if he wishes to continue to operate the automobile. If the car was registered in the home state for at least three months before being brought into Illinois, no use tax payment is required.

A legal resident of another state who brings a motor vehicle into Illinois and desires to obtain Illinois license plates and title may claim the following use tax exemption credits if the vehicle was registered for less than three months in the home state.

- Two percent depreciation from the purchase price for each full month of prior out-of-state use.
- Sales or use tax paid in the home state.

Whenever a use tax exemption is claimed on a vehicle that was purchased outside Illinois by a person who was not a resident of Illinois at the time of purchase, and who seeks to title the vehicle in Illinois, Department of Revenue form number RUT-9 must be submitted along with applications for license plates and certificate of title. This form may be obtained by writing to the Department of Revenue, 101 State Office Building, Springfield.

LICENSE PLATE RENEWALS Automobile owners whose cars are registered in Illinois will receive a renewal application form through the mail. If for some reason (such as change of address) you do not receive a renewal notice you may do one of the following three things:

- Write to the Secretary of State, State Capitol, Springfield, Illinois 62706.
- Go to one of the Motor Vehicle Division offices in Springfield or Chicago.
- Obtain a renewal application from a currency exchange, bank, automobile dealer or other agency where they are provided.

After you have received your license plate renewal application you may:

- Mail it with the correct fee to the Secretary of State, State Capitol, Springfield, Illinois 62706.
- Go to one of the banks which provide license plate service during the months of December, January and February. It will be necessary for you to show your registration ID card or your certificate of title before the bank will give you your new license plates.
- Go to a currency exchange, automobile dealer or some other agency which will mail your application for you.
- Go to one of the Secretary of State's Motor Vehicle Division offices in Springfield or Chicago. Be sure to take your ID card or certificate of title along if you wish to pick up your new license plates.

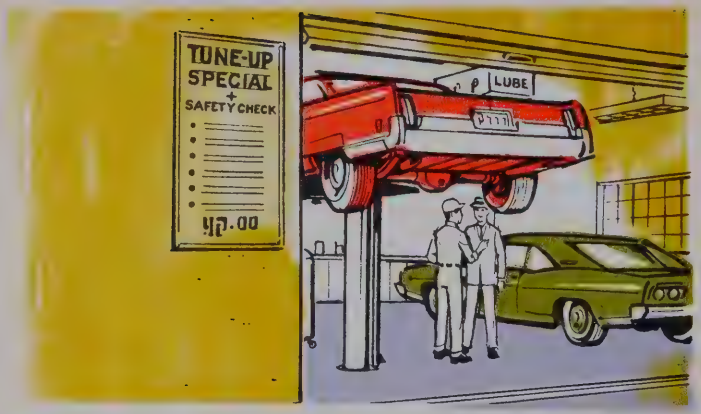
REGISTRATION FEES for passenger cars are based on S.A.E. (Society of Automotive Engineers) horsepower rating. This is computed from a formula which is applied to the number and size of engine cylinders, and has no particular relationship to the advertised horsepower or actual developed horsepower. Second division vehicle registration fees are based upon gross weight of vehicle and load (see definition of vehicle). The fee schedule is printed on the back of the application form.

Passenger Car and Motorcycle Registration Fees

	Annual Fee	Half-Year Fee
35 S.A.E. HP or less	$18	$ 9
Over 35 S.A.E. HP	30	15
Motorcycles and Motor Driven Cycles	12	6

TRANSFERS If you trade your car for a new model or a used one, there are certain things you must do before you can legally drive the one which you purchase.

- Fill out *in full* the assignment form on the back of your certificate of title (car you are trading) and sign your name. This transaction will probably take place in the car dealer's office.
- Make certain you sign properly completed applications for a certificate of title to the new car and a transfer of license plates. Illinois law requires the dealer to submit these papers to the Secretary of State within 15 days after the purchase is made.
- Remove the license plates from the car which you traded and place them on the one which you are buying (the dealer will probably do this for you). **CAUTION** . . . *Don't put your license plates on your new car* until you have made application for transfer of registration. Doing this is a violation of the law and it can cause you a lot of trouble.
- Make certain that the dealer gives you evidence of the transfer. This can be a dealer's windshield sticker or a duplicate copy of the papers which the dealer sends to the



Secretary of State. *Don't drive without it.* If you are stopped for some reason you might have a hard time convincing a policeman that you own the car and that the license plates belong to it. You will receive a new registration card from the Secretary of State and a certificate of title for the car which you purchased. If there is a lien on the car the title will be mailed to the lienholder.

ALL PASSENGER CAR REGISTRATIONS on a calendar year basis expire December 31 each year. The valid period may be extended, however, to a date previously determined and announced by the Secretary of State, but not later than March 1 of the following year. Applications for renewal are due not later than December 15 of each year. Persons who desire reassignment of the same license number must submit a renewal application to be received by the Secretary of State on or before September 30. Truck registrations are issued on a fiscal year basis—July 1 through June 30 of the following year.

DISPLAY OF LICENSE PLATES All vehicles except motorcycles, trailers, semi-trailers and truck-tractors must display two license plates—one in the front and one in the rear. Motorcycles and trailers must display one plate on the rear, and truck-tractors must have one plate attached to the front.

License plates must be securely fastened to the vehicle for which they were issued, in a horizontal position in a manner to prevent swinging, at a height of not less than 12 inches from the ground. License plates must be maintained in such condition as to be clearly legible.

EQUIPMENT

Illinois law prohibits the driving or moving upon a street or highway of any vehicle which is in such unsafe condition as to endanger any person or property. In addition, certain items of equipment are required and performance standards are established therefor.

Periodic motor vehicle inspection for passenger cars is not compulsory in Illinois; and it is the sole responsibility of the owner, therefore, to maintain his automobile in safe mechanical condition. This means that regular safety checks must be made at a garage or service station.

VEHICLE LIGHTING

HEADLIGHTS (driving lamps) Two are required (one on motorcycles) with lights visible for at least 500 feet. They must be lighted during the period from sunset to sunrise, *and at any other time when visibility is so limited as to require the use of lights for safety.* Motorcycles must show at least one lighted head lamp *at all times* when they are on streets and highways. Headlights must be dimmed at least 500 feet before meeting and 300 feet before overtaking another vehicle.

PARKING LIGHTS Lighted parking lamps are required, both front and rear, on any motor vehicle which is standing on any highway during the period from sunset to sunrise. Local communities have the authority to permit unlighted night parking on lighted streets under their jurisdiction. *Parking lights only* are prohibited while driving when lighted head lamps are required, but they may be used in addition to other lights.

TAILLIGHTS All motor vehicles, trailers and semi-trailers must have two tail lamps mounted on the left and right rear (one for motorcycles) with red lights visible for at least 500 feet. Truck tractors manufactured before January 1, 1968 need to have only one tail lamp.

STOP LIGHTS All vehicles must be equipped with at least one red or amber stop lamp, visible for a distance of not less than 500 feet to the rear in normal sunlight, and actuated upon application of the brake.

TURN SIGNALS All motor vehicles except motorcycles and all trailers and semi-trailers must be equipped with electric turn signals visible for at least 300 feet in normal sunlight. Front signals must be white or amber and rear signals must be red or amber.

BACK-UP LIGHTS Motor vehicles may be equipped with one or more back-up lamps, but they must not be lighted when the vehicle is moving forward.

LICENSE PLATE LIGHT The rear license plate must be lighted so as to be legible for at least 50 feet, and the lamp must be connected so as to be lighted whenever the head lamps are lighted.

COWL OR FENDER LAMPS are limited to two, and they must have non-glare, white or amber lights.

RUNNING BOARD LIGHTS are restricted to one on each side, and they must be white or amber.

SPOTLIGHTS More than one is prohibited. When approaching another vehicle, it must not be directed to the left nor more than 100 feet ahead. No more than four lights on the front of a vehicle may be turned on at the same time if any one of them is more than 300 candlepower.

RED LIGHTS visible from the front are prohibited except for police or emergency vehicles.

FLASHING OR MOVING LIGHTS, other than turn signals or hazard indicators, are prohibited except as authorized for certain types of vehicles.

PROJECTING LOADS extending 4 feet or more to the rear of a vehicle must display, during hours of darkness or periods of poor visibility, a red light at the rear of the load which is visible for at least 500 feet.

LIGHTS REQUIRED ON ALL VEHICLES Every vehicle, including animal-drawn vehicles, when being operated upon a highway during the period from sunset to sunrise or any other time when visibility is so limited as to require the use of lights for safety, must be equipped with at least two lamps displaying a

white light visible for 1,000 feet to the front of the vehicle and two lamps displaying a red light visible not less than 1,000 feet to the rear of the vehicle. *This provision applies only to those vehicles which are not otherwise specifically required to be equipped with headlights and taillights as stated in this section under* **VEHICLE LIGHTING**. Farm implements and road tractors operating at a speed of less than 20 miles per hour on a state highway when lighted lamps are required must display at least one flashing amber signal lamp mounted as high as practicable and visible to the rear for a distance of at least 500 feet. On a combination of vehicles it is necessary to display the flashing lamp on the rear vehicle only.

OTHER EQUIPMENT

BRAKES Brakes are required on all wheels, except that motor driven cycles need be equipped with only one brake, vehicles with three or more axles may have one front axle without brakes, and passenger vehicles more than thirty years old and designed to carry not more than ten persons need be equipped with two-wheel brakes only.

Trailers, pole trailers and semitrailers weighing less than 3,000 pounds when fully loaded need not be equipped with brakes. Those over 3,000 pounds must have brakes on all wheels and must have a breakaway connection that automatically applies the brakes when the towing vehicle is accidentally disconnected.

Service brakes must be adequate to stop a vehicle traveling 20 miles per hour within a distance of 30 feet upon dry pavement, while vehicles more than thirty years old must be able to stop within forty feet. The emergency or parking brake must be able to stop the vehicle within 35 feet under similar circumstances and must be able to hold it stationary upon a grade or hill. Brakes must be maintained in good working order and must be balanced to operate equally.

HORN All motor vehicles must be equipped with a horn which can be heard for at least 200 feet. Horns with unreasonably loud or harsh sounds are prohibited, and no horn may be sounded unless necessary. Sirens, whistles or bells are prohibited except on authorized emergency vehicles.

MUFFLERS All motor vehicles must at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise or annoying smoke. Cut-outs and bypasses are illegal, and modification of the exhaust system to amplify or increase noise is prohibited. The term "muffler" also includes turbine wheels which are used in the exhaust system of a diesel engine.

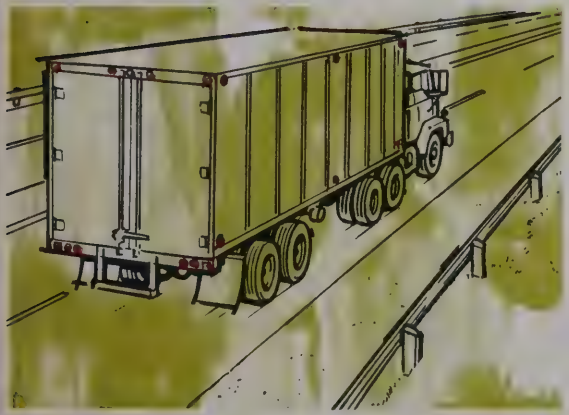
MIRRORS All motor vehicles must be equipped with a rearview mirror capable of reflecting a view of the highway for at least 200 feet.

WINDSHIELDS AND WINDOWS Windshields and windows must be free of any signs, stickers, or other non-transparent material which obstructs or impairs the driver's clear view of the highway. No object may be placed or suspended on any part of the inside of a motor vehicle except religious or lodge statues six inches or less in height, or wearing apparel suspended behind the driver and not obstructing the driver's view. All glass must be of an approved safety type. No motor vehicle shall be driven when the windshield or rear window is in such defective condition as to impair the driver's vision.

WIPERS Windshields must be equipped with wipers which are in good operating condition.

SEAT BELTS All new passenger cars sold in Illinois must be equipped with two sets of safety belts for the front seat. No Illinois licensed passenger car of a model later than 1960 may be operated unless the front seat is equipped with two sets of safety belts. All belts and installations must meet the standards prescribed by the Illinois State Police.

STUDDED TIRES may be used from October 1 to May 1 on single-tire vehicles of not more than 10,000 lbs. gross vehicle weight if they have wheelwells.



SPECIAL EQUIPMENT FOR SECOND DIVISION VEHICLES

SCHOOL BUSES must be equipped with two alternately flashing red lights, front and rear, mounted as high and spaced as widely as practicable, and visible for 500 feet in normal sunlight. These lights must be turned on by the bus driver not less than 100 feet before stopping to load or unload passengers within a business or residence district, and not less than 200 feet outside such districts. The flashing signals must remain lighted continuously during this period and while the children are loading or unloading from a school bus which is stopped on a roadway. Flashing signals on a school bus are prohibited at any other time. Every school bus with a capacity of 16 passengers or more must be equipped with a three-bar amber clearance light on the front; and the lights must be illuminated at all times while the bus is being operated. When school buses are used for the transportation of school children they must comply with the color requirements established by the Illinois Superintendent of Public Instruction. Signs bearing the words "SCHOOL BUS" in letters not less than 8 inches high must be placed upon the front and rear of the bus when it is carrying school children.

CLEARANCE, IDENTIFICATION AND SIDE MARKER LIGHTS Second division vehicles (see definition of vehicle) or combinations thereof longer than 25 feet or wider than 80 inches (exclusive of mirrors, bumpers and other required safety devices) must have certain types of lighting equipment if they are operated outside the limits of cities, towns or villages between sunset and sunrise.

- Two yellow or amber lights, one on each upper front corner, visible for 500 feet.
- Three red lights in a horizontal line on the rear of the vehicle, visible for 500 feet, or such red lights as may be prescribed by the Bureau of Motor Carrier Safety of the Federal Highway Administration.
- One yellow or amber reflector on the lower left-hand and right-hand front corners.
- Red reflectors on the rear, not more than 12 inches from the lower left and right corners.

All second division vehicles more than 20 feet long and all trailers and semi-trailers of more than 3,000 lbs. gross weight which are being operated outside the limits of cities, villages or towns between sunset and sunrise must be equipped with two amber reflectors mounted on each side, not higher than five feet above the surface of the

road and at approximately one-third the length of the side of the vehicle. These reflectors must be of a type approved by the Secretary of State or specified by the Bureau of Motor Carrier Safety of the Federal Highway Administration.

Every trailer and every semi-trailer having a gross weight of 3,000 lbs. or less must be equipped with two red reflectors, mounted on the rear not more than 12 inches from the lower left and right-hand corners, and visible for at least 300 feet in headlight beams. Trailers and semi-trailers must also be equipped with electric turn signals.

WARNING FLAGS AND FLARES All second division vehicles and all motor vehicles towing house trailers must carry the following equipment when they are being operated on a highway outside an urban district.

- At least 3 liquid-burning flares, or 3 red electric lanterns or 3 portable red emergency reflectors. Each of these devices must be capable of being seen at a distance of not less than 500 feet during periods when lighted lamps are required.
- At least 3 red-burning 15-minute fusees (unless red electric lanterns or portable red emergency reflectors are carried).
- At least 2 red-cloth flags, not less than 12 inches square, with standards for support.

Motor vehicles used for the transportation of explosives, flammable liquids or compressed gases must carry 3 red electric lanterns or 3 portable red emergency reflectors. Such vehicles are prohibited from carrying flares, fusees or flame signal devices.

SPLASH GUARDS No motor vehicle of the second division, except a truck-tractor, may be operated on a highway in Illinois outside the limits of a city, village or town unless it is equipped with properly attached splash guards of a type which meets the specifications of the Uniform Act Regulating Traffic on Highways or the Illinois Vehicle Code.

NAME AND ADDRESS OF OWNER No second division vehicle (see definition of vehicle), except those listed below, may be legally operated upon the highways of this state unless there is painted or otherwise firmly affixed to such vehicle on both sides thereof in a color or colors vividly contrasting to the color of the vehicle, the name and address of the owner thereof and the certificate or permit number of such vehicle, if any. The size of the letters must be at least 2 inches high and the brush strokes must be at least ½ inch wide.

Farm tractors, farm machinery and implements, farm wagons, wagon-trailers or like vehicles used primarily in agricultural pursuits, vehicles licensed by the Secretary of State as a recreational vehicle and all vehicles registered in another State which, if titled in this State, would qualify for such recreational plate, house trailers, trailers designed to carry a single watercraft or vehicles owned by licensed vehicle dealers and manufacturers (while being used for demonstration or delivery) are exempted from name and address requirements.

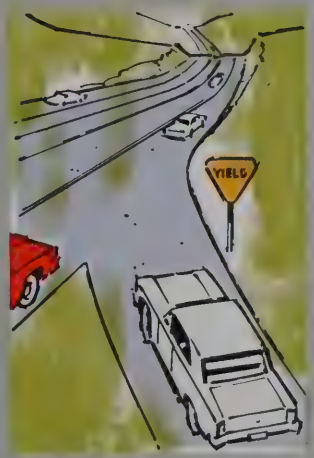
SLOW-MOVING VEHICLE EMBLEM Farm tractors, self-propelled farm implements and vehicles used for road construction or maintenance may be equipped with a slow-moving vehicle emblem if such vehicles are designed for operation at speeds not in excess of 25 miles per hour. When used, the emblem must be firmly mounted pointed up, perpendicular above the road surface immediately below the red flag; or not less than 5 nor more than 10 feet above the road surface if no flag is required.

Combinations of farm tractors and towed farm implements may also be equipped with a slow-moving vehicle emblem. If the towed unit obscures the towing vehicle, the emblem must be mounted on the rearmost towed unit, when used.

Slow-moving vehicle emblems must meet the specifications established by the Division of Illinois State Police, and no advertising or other marking is permitted to appear thereon. Display of the emblem does not replace or eliminate the necessity for displaying any other signal or warning device required by law.

CHAPTER THREE

HIGHWAY SIGNS, TRAFFIC SIGNALS AND PAVEMENT MARKINGS

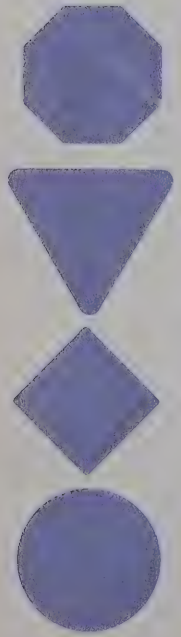


It would be quite difficult, if not impossible, to drive upon our modern, complex highway systems without the aid of signs and signals. Not only would we get lost, but the death and accident rate would rise to the point where we would fear to venture forth. Traffic jams would stall the movement of vehicles and highway travel might even become impractical.

Signs and signals tell drivers *where they are* and *what to do*. They furnish necessary information and regulate the flow of traffic. Yes, signs and signals are of the utmost importance . . . but just looking at them is not enough. You cannot drive safely and obey the traffic laws unless you *understand the message*. Chapter Three illustrates and explains what you need to know.

THE SHAPE TELLS THE STORY

You must be able to recognize the outlines of four highway signs to drive safely.



THE EIGHT-SIDED (Octagon) SHAPE *always* means STOP. A stop sign is red with white letters. When you come to it you must make a *complete stop* at a marked stop line before entering the intersection. If there is no stop line, stop before entering the crosswalk on the near side of the intersection. If there is no crosswalk you must stop at a point nearest the other roadway where you have a view of approaching traffic. *After stopping* you must not start again until you have yielded the right-of-way to pedestrians and closely approaching traffic on the through highway, *and until a safe interval occurs.*

THE YELLOW TRIANGLE tells you to YIELD. This means that you must slow down to a speed reasonable for existing conditions and stop if necessary for safety. If you must stop, do so at a marked stop line or a crosswalk (see stop sign above). After slowing or stopping, you must yield the right-of-way to other vehicles in the intersection or approaching closely on another roadway.

A DIAMOND SHAPE means WARNING. Warning signs are yellow with black letters or markings. Observe them carefully . . . they tell you what to expect up ahead.

A ROUND SIGN always means RAILROAD CROSSING. It is yellow with black markings, and is posted from 400 to 700 feet in front of the tracks in rural areas. This sign tells you to *Look, Listen and Slow Down* because you may have to stop. Roll down the car window—if the wind is in the wrong direction you may not hear the whistle. If a train is approaching STOP! Don't try to figure time and distance . . . you'll never have another chance if you get a wrong answer. See Page 70 for laws regulating traffic at railroad crossings.

REGULATORY SIGNS

Regulatory signs tell us what we *must* do. Drivers are required to obey them in the same manner as traffic laws. The stop sign is one example . . . others are illustrated on the following pages.

Tells you **where** to stop when you come to a stop sign or signal, if the stopping place is not located at the sign.

There are four stop signs at this intersection and traffic from all directions must come to a halt. The small sign illustrated above is mounted just below the stop signs.

Posted at the beginning of a zone in which passing is prohibited.

This sign marks the end of a no-passing zone. **Warning . . .** passing is prohibited unless it is safe to do so.

Watch for this one! It can be highly dangerous or quite embarrassing if you miss it . . . and you might get a ticket.

These tell you to prepare to go from a one-way into a two-way highway. Be careful, and make sure you get into the proper lane.

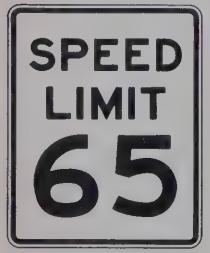
Try to see these in time to avoid a traffic law violation or an accident.

This sign is used at intersections where the signals may be complicated or confusing. It reminds you to watch the traffic light which controls the road or lane on which you are traveling.

Advance warning . . . don't miss it! The smaller sign tells what the limit will be, so slow down soon enough to avoid an accident or a traffic law violation.

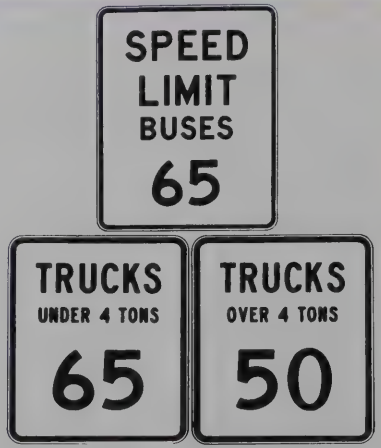
Maximum speed limit for these types of vehicles on expressways and in rural areas.

Maximum and minimum speed limits for passenger cars on expressways and limited-access highways.



This sign is posted on rural highways other than expressways.

Signs like this inform drivers of the maximum limit in reduced speed zones.



These signs remind truck and bus drivers of the legal limits on rural highways and expressways. The limit for buses is 65 on multiple-lane divided highways.

WARNING SIGNS

Warning signs alert drivers to conditions which lie immediately ahead, and tell them what to look for. There may be road hazards, changes in direction or some other situation which requires action on the part of the driver. Warning signs must be observed for the sake of safety and failure to do so is a traffic law violation.

A signal is 300 ft. ahead. **Slow down . . .** school children may be crossing.

Slow down and be prepared to stop. There is an intersection or crosswalk 400 ft. ahead which is used by school children, and it is not protected by a signal light.

These three signs give you advance warning of other signs or signals which may not yet be visible, but which are so close as to require slowing down at this point. They are also used in high-speed areas.

A most important warning, it tells you that two lanes of traffic will soon merge into one. Watch carefully and be prepared to change lanes or wait for an interval.

Posted on multilane divided highways 300 ft. in advance of the point where traffic from a side road enters the main roadway on a ramp, this sign warns drivers to be alert for other traffic traveling in the same direction. Each driver is required to take whatever action may be necessary to avoid a collision.

These signs are posted from 400 to 700 ft. in advance of turns and curves. Be sure to note the shape of the arrow—it tells what to expect—and be doubly sure to observe the small sign underneath. It tells the maximum **safe** speed for the curve, as determined by highway engineers.

Crossroad and side road—used to warn of intersections ahead where traffic is likely to be encountered, or where advance visibility is poor.

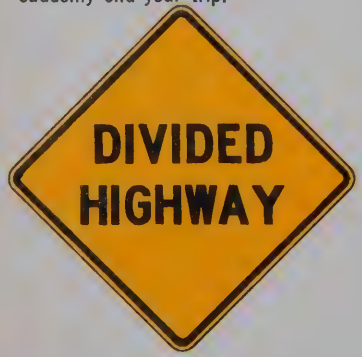
Watch for narrow pavement ahead in your lane. You may have to adjust your position to stay on the road.

Slow down and watch for destination signs or road markings. You are going to have to make a decision . . . turn either to the right or the left.

This one is used on two-lane roads and it warns drivers that they are approaching an area where two cars cannot safely pass each other without slowing down.

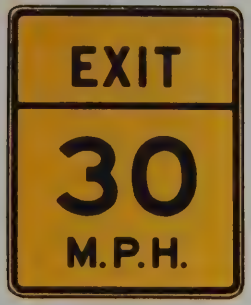
All pavement is more or less slippery when wet, but this sign warns of extreme conditions. You have just 500 ft. in which to slow down and get ready for it. Failure to observe may suddenly end your trip.

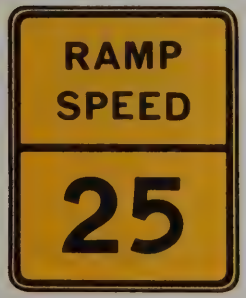
Watch for other traffic and get into the proper lane. You are approaching a short stretch of divided highway at an intersection.



These signs are posted in advance of the beginning and end of a section of highway where traffic is separated by a center strip for at least ½ mile. Be careful as you approach the point where two-way traffic begins again.

Pay attention—this isn't an ordinary hill. The sign is used only when advance warning is required of downgrades so long, so steep or with such sharp curves that special precautions are required on the part of the driver. Slow down **before** you start down.





These are posted in front of expressway exit and entrance ramps. They show the maximum safe speed at which an automobile can be driven on the curved roadway. If you don't slow down, you will find yourself in real trouble.

Don't miss this one! The pavement ahead is unfinished and all lanes are barricaded. **You must slow down** and turn off the expressway.

Placed on an obstruction in the roadway. You must drive either to the right or to the left.

Four hundred feet ahead there is a school by the side of the highway. Slow down, watch carefully and prepare to stop suddenly if necessary. Remember—schools may hold classes at different hours, and many school activities are conducted at night.

Watch both sides of the street when you see this sign. It is used to show the location of a marked pedestrian crosswalk **which is not at an intersection.**

Signs like these are used to warn drivers of hazardous crossings and intersections where unusual or unexpected traffic movements may occur. Take heed.

GUIDE SIGNS

Guide signs are your best friend when you are driving, especially if you are not in your home area. They tell you where you are, what road you are on and how to get to where you wish to go. They furnish information which makes the trip more pleasant and interesting, and if you read them they will also help to keep you awake.

This is a route marker and you will see it on interstate freeways.

U.S. route marker. You will be watching for them when you are traveling through more than one state.

Guide sign for a country road.

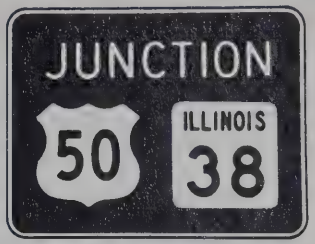
State routes are posted with signs like this.

Hazard or clearance marker. It is 3 ft. high with alternating black and white stripes and it is used to call attention to obstructions or other hazards close to the roadway. When you see one, be careful.

Route markers are used in combination with smaller signs above or below to direct you along the road you wish to take. If you miss seeing one of these signs you might get lost.

This cluster of signs tells you where to turn in order to go north on Rt. 47.

This combination means you are approaching an intersection or junction of a marked route. Be alert and watch for the signs which mark the road you wish to follow.



You are approaching the intersection of your route with U.S. Rt. 50 and Illinois Rt. 38. Watch for other signs directing you to the road which you wish to take.

This combination of signs indicates your route will turn to the right a short distance ahead. Get ready for it.

Signs like this are posted on main highways, just beyond intersections and city limits, to inform drivers of the distance to other points.

Signs like this one are posted in front of intersections and they show where you will go if you take that road.

There is a storage lane here, and you must get into it if you wish to turn.

This means that the signal light next to the sign is for the regulation of right turns only. Watch for other lights if you wish to turn left or go straight ahead.

When you wish to stop this sign is a welcome sight. "R" or "L" means right or left, and it tells you on which side of the road you will find the rest area.

Used at intersections with secondary roads, they name the closest town and tell the distance.

Look for this one when you park. It points to a nearby public lot or garage.

SPECIAL FREEWAY SIGNS

Look for signs like these when you travel—they tell you how to get to your destination.

If you are hungry, sleepy or low on gas you will be looking for one of these signs.

Expressway signs such as these give advance notice and tell what lane to get into.

SPECIAL WARNINGS AND CONTROLS

for Road Construction and Maintenance Areas

Be alert for construction operations ahead. Slow down and drive cautiously.

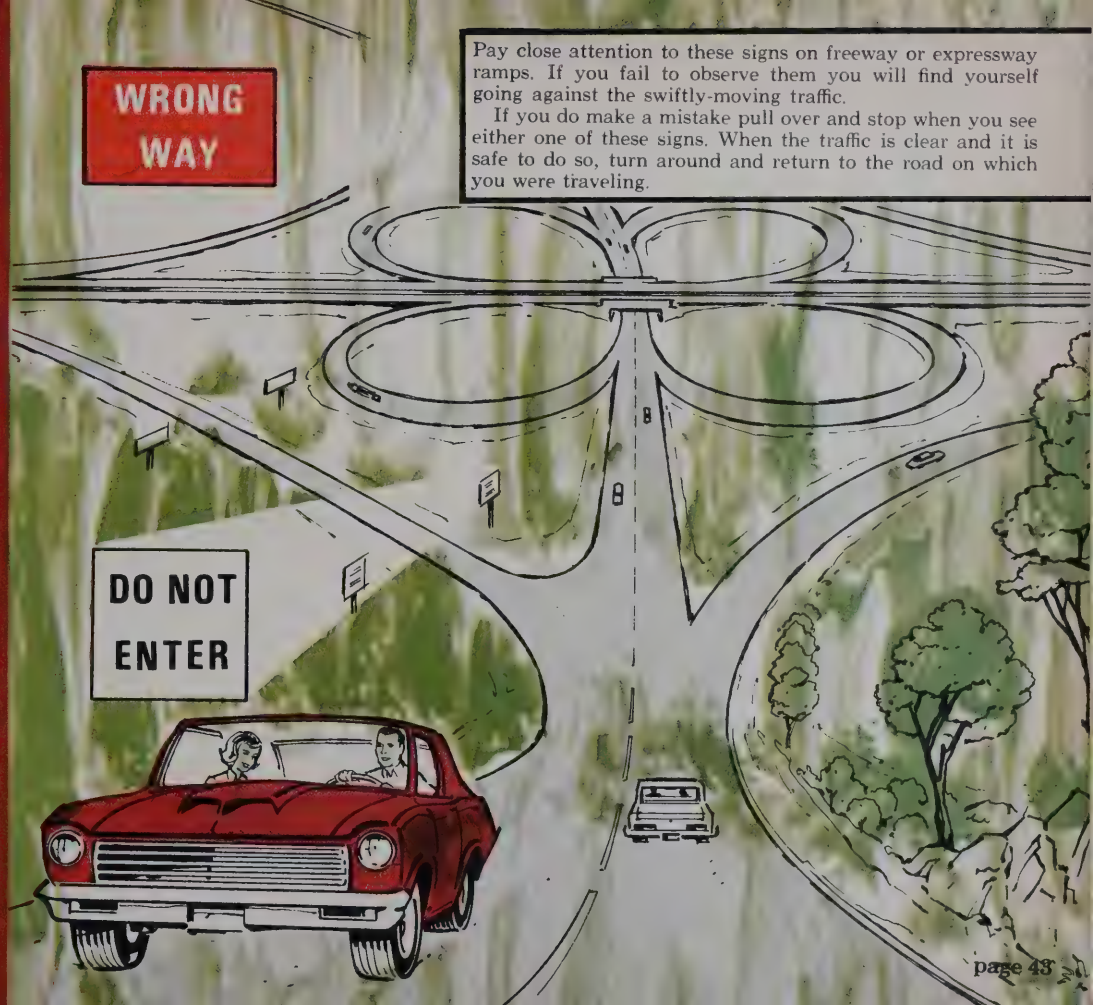
There is a flagman 500 feet ahead directing traffic. Be ready to obey his instructions.

There is a detour 1000 feet ahead. Slow down and get ready to turn off the pavement.

The right lane is closed ahead. If the left lane is clear, start to move over into it.

Start slowing down **now**—don't wait until you get there.

You must obey the instructions given by the flagman.

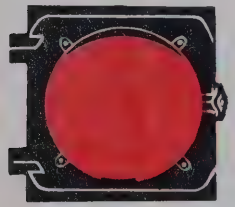


Pay close attention to these signs on freeway or expressway ramps. If you fail to observe them you will find yourself going against the swiftly-moving traffic.

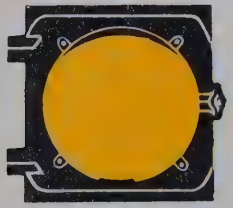
If you do make a mistake pull over and stop when you see either one of these signs. When the traffic is clear and it is safe to do so, turn around and return to the road on which you were traveling.

TRAFFIC CONTROL SIGNALS

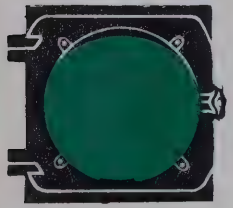
Traffic control signals tell drivers when to stop and when to proceed. Disregarding or disobeying a traffic control signal is a violation of the law, as well as a very dangerous and foolish mistake.



STOP at the marked stop line. If there is none, stop before entering the crosswalk or intersection. Remain standing until the signal changes to green. (See green arrows on this page.)



WARNING! The traffic signal is changing from green to red. You are prohibited from entering the intersection after the red light appears.

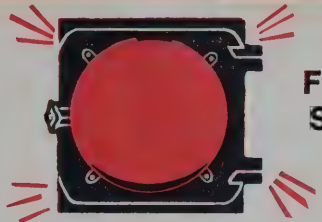


GO—but not until it is safe to do so. You may go straight ahead or you may turn right or left, unless prohibited by some other sign or signal or by a traffic policeman. You must first, however, yield the right-of-way to vehicles and pedestrians within the intersection when the light changed to green. Don't take a nap though, or comb your hair—the drivers behind you are in a hurry to move along.

You may cautiously make a turn in the direction of the arrow, after yielding the right-of-way to vehicles and pedestrians within the intersection, *if you are driving in a lane from which such turns are permitted.*

You may go straight ahead after yielding the right-of-way to vehicles and pedestrians within the intersection, but you must not make a left or right turn.

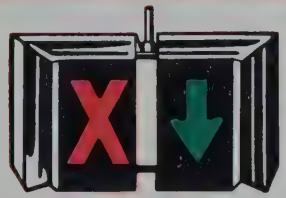
FLASHING SIGNALS



STOP! The red *flashing* signal means exactly the same thing as a stop sign. It is used at hazardous intersections or at locations where visibility may be poor. A stop sign will also be posted, except at school crossings.

CAUTION! This *flashing* yellow signal light tells you to slow down, look carefully and proceed with caution. You are approaching a hazardous intersection or location.

LANE SIGNALS



LANE SIGNALS are sometimes used on freeways and expressways to control the flow of traffic on reversible lanes during different hours of the day. Watch for them carefully—a mistake could mean disaster.

WARNING! Your lane signal is going to change to red. Look carefully and prepare to leave the lane safely before the red X appears.

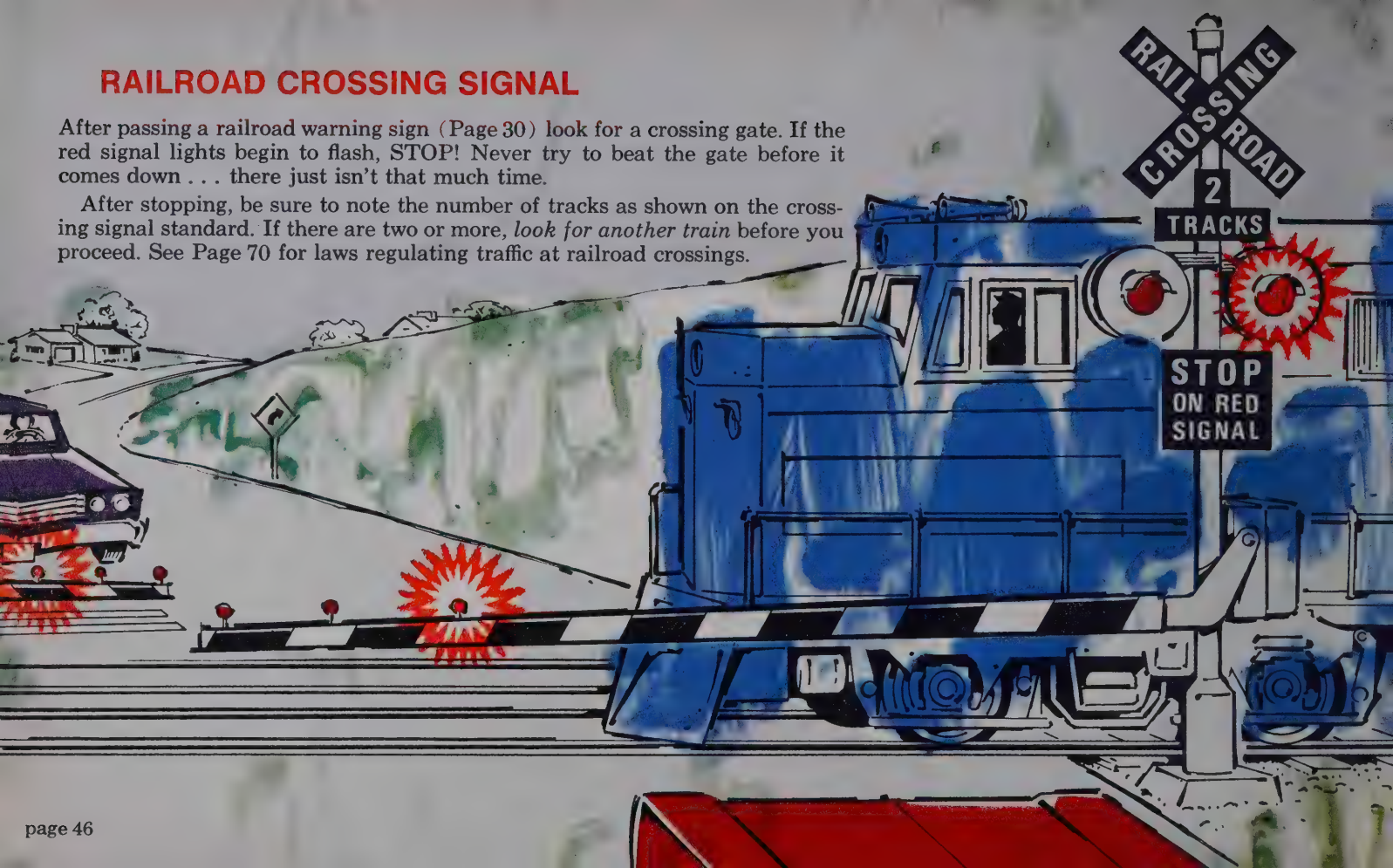
You must never drive in a lane under a red X signal, regardless of any other signs or signals.

You may drive in lanes underneath this signal, but you must also obey all other signs and signals.

RAILROAD CROSSING SIGNAL

After passing a railroad warning sign (Page 30) look for a crossing gate. If the red signal lights begin to flash, STOP! Never try to beat the gate before it comes down . . . there just isn't that much time.

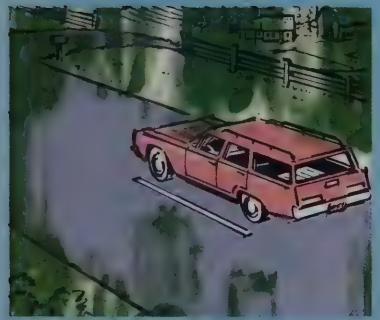
After stopping, be sure to note the number of tracks as shown on the crossing signal standard. If there are two or more, *look for another train* before you proceed. See Page 70 for laws regulating traffic at railroad crossings.



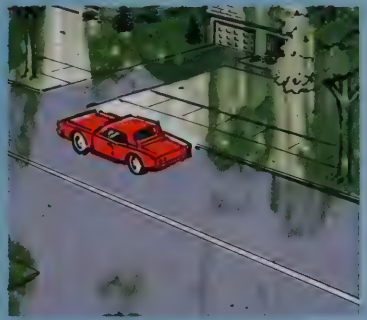
PAVEMENT MARKINGS

Pavement markings are used like highway signs to warn and direct drivers and to regulate traffic. It is important, therefore, that they be clearly understood.

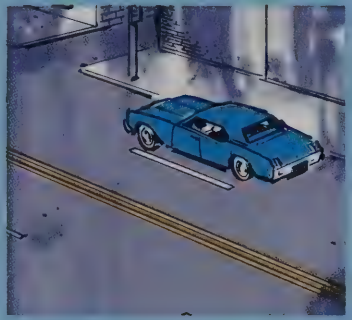
CENTER LINES are marked on all paved roadways which carry two-way traffic. There are three types . . .



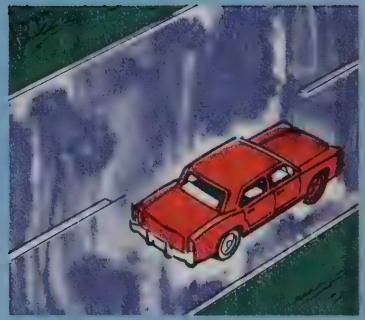
The center line of a two-lane rural highway is marked with reflectorized white stripes which are 15 feet long and spaced 25 feet apart.



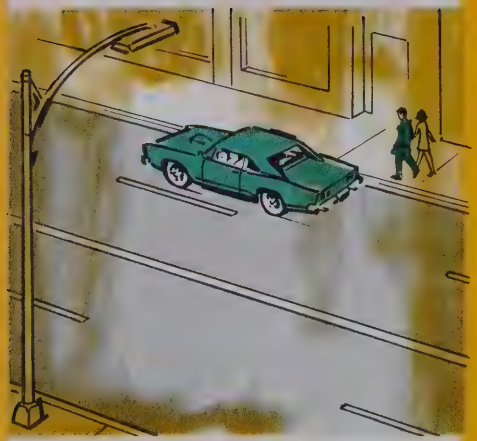
A solid white stripe marks the center line on streets and highways in urban areas when there is one lane for traffic in each direction.



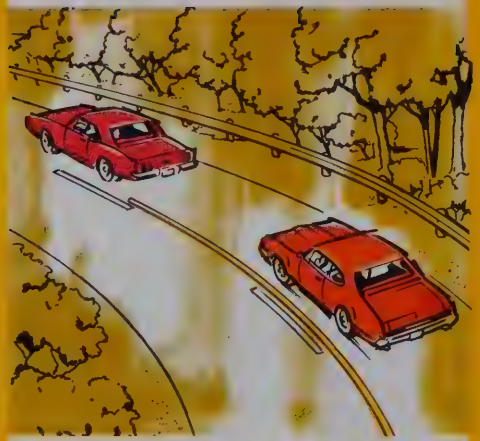
Four or more lanes—double solid yellow stripes. Crossing a double yellow line to overtake and pass another vehicle is prohibited.



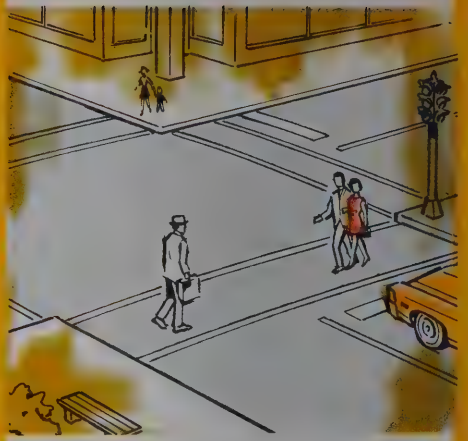
Solid white edgelines painted along each side of the pavement serve as a safety guide, especially at night. They help prevent drivers from running off the roadway.



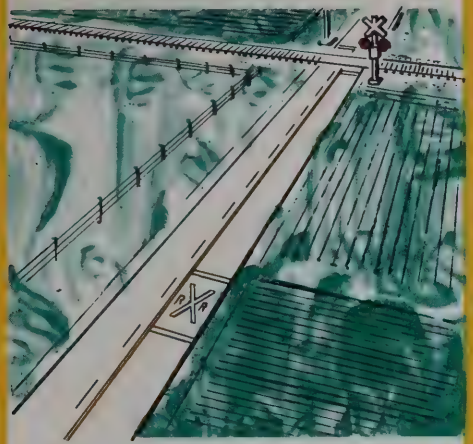
LANE LINES . . . There is a difference between lane lines and center lines. Lane lines are used to mark and divide streets and highways which have more than one lane of traffic moving in the same direction. On roadways having four or more lanes of traffic, lane lines are used to divide the pavement on each side of the center line. Lane lines are white dashes spaced 25 ft. apart.



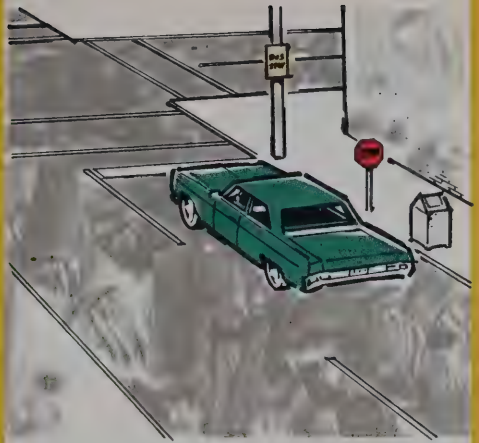
NO-PASSING ZONES . . . On two-lane pavements a single solid yellow stripe is used to indicate areas in which passing is prohibited. Drivers may cross the yellow stripe to complete a passing maneuver which was started *before* the beginning of a no-passing zone. The no-passing stripe may also be crossed when making a left turn into or from an alley, private road or driveway, when such movement can be made with safety.



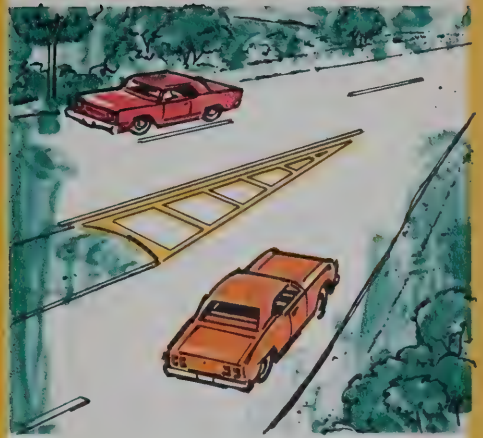
CROSSWALK LINES . . . Pedestrian crosswalks are often marked with solid white lines extending the entire width of the pavement, at least 6 ft. apart. Pedestrians who have entered the crosswalk have the right-of-way over motor vehicles. Crosswalks are sometimes in the middle of the block in residential areas, and pedestrians are protected by a "CROSS WALK" sign erected at the white lines.



RAILROAD CROSSINGS . . . In front of railroad crossings (approximately 300 feet in rural areas) the pavement is marked with a large white X and two R's. A yellow line extends the entire distance to prevent crossing over, and two white stripes are painted on each side of the track.



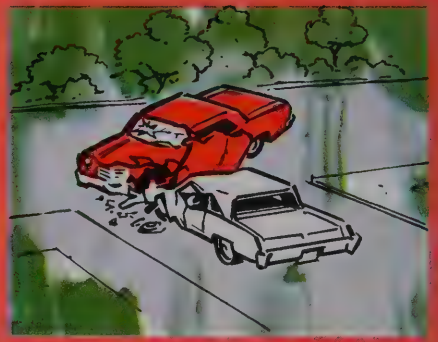
STOP LINES . . . White stop lines 12 to 24 inches wide are painted across the pavement at those intersections where the exact stopping point is not obvious, to prevent cars from interfering with pedestrians and cross traffic. In urban areas the line is usually placed from three to five feet in advance of the crosswalk. Watch for white stop line when approaching a traffic signal or a stop sign.



OTHER MARKINGS . . . Yellow lines and white diagonal stripes are used to mark fixed obstructions or to channel traffic into different lanes. One example is the transition from a divided four-lane highway to a two-lane road with traffic in both directions. The transition point is marked with solid white diagonal stripes, and solid yellow stripes are used as barrier lines to direct traffic.

CHAPTER FOUR

TRAFFIC LAWS



Traffic laws are necessary to provide for:

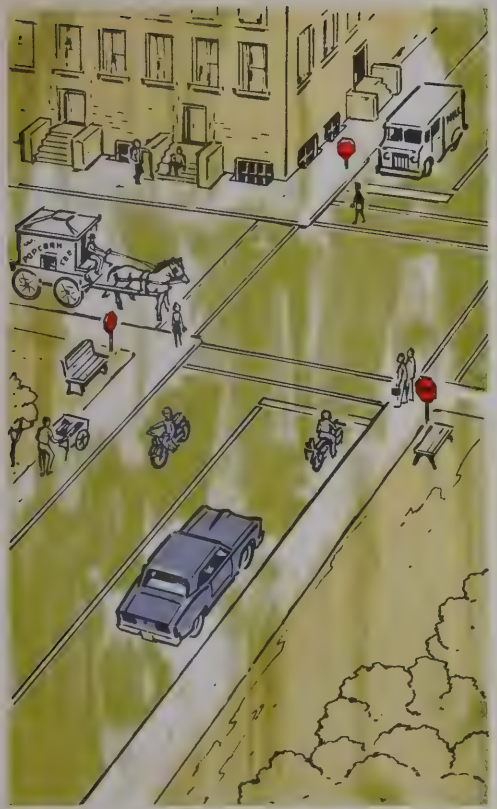
The orderly movement of vehicles and pedestrians.

The prevention of accidents.

They are developed through careful study by traffic engineers, safety experts and legal authorities; and only by strict observance can we expect to travel with a reasonable degree of safety and speed on our crowded, complex streets and highways.

Traffic laws are the rules of the game . . . if you don't play fair you will be penalized, disqualified or ejected. Before this happens, however, you may have killed or injured someone—even yourself!

To obey the traffic laws drivers must first know and understand them. This chapter is written for that purpose.



TRAFFIC LAWS APPLY TO EVERYONE

Persons riding bicycles or animals, or driving animal-drawn vehicles must observe the traffic laws, as well as pedestrians and drivers of motor vehicles; and it is a misdemeanor for any person to disregard the law or fail to do something required thereby. Penalties include fines ranging from 10 to 500 dollars and/or imprisonment from ten days to six months.

All persons must obey the orders of a police officer who is directing traffic. Any driver who attempts to flee or elude a police officer after having been directed to stop may be punished, upon conviction, by imprisonment from ten days to six months, and by a fine of not less than 50 nor more than 500 dollars. In addition, the drivers license of such person may be suspended for a period of six months.

Attempting to evade or avoid a traffic sign or signal by leaving the roadway and traveling across private property is prohibited by law.

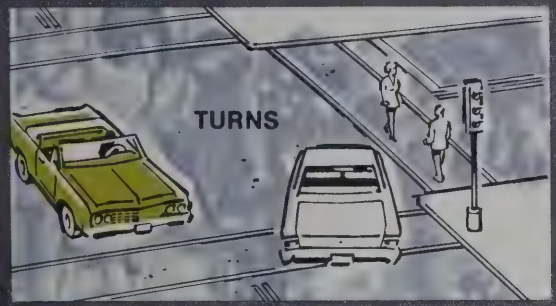
WHO HAS THE RIGHT-OF-WAY?

This question always arises when two or more drivers of a motor vehicle try to occupy the same place at the same time. A collision is usually the result, sometimes with death or injury.

"Right-of-way", according to Illinois law, means "The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other."

Sometimes right-of-way is clearly established by a sign which reads "YIELD"; however, most intersections do not have yield signs and the right-of-way is governed by various traffic laws. All drivers, therefore, must know and understand the rules which apply in each individual situation if they are to avoid accidents and violations.

It must also be understood, however, in *every* situation, that right-of-way is something which is to be given, not taken. If the other driver doesn't understand or follow the rules, *let him have it* (the right-of-way, that is); otherwise, you will be gambling with the lives of yourself and your passengers.



DRIVERS MUST YIELD TO PEDESTRIANS

CROSSWALKS . . . If there are no traffic control signals (walk lights or stop-and-go lights) drivers must always yield the right-of-way and *slow down or stop,* if necessary, for pedestrians within a marked or unmarked crosswalk.

TURNS . . . When making a left or right turn at any intersection, drivers must yield the right-of-way to all pedestrians.

STOP SIGNS . . . After coming to a complete stop, drivers must first yield the right-of-way to pedestrians before proceeding.

TRAFFIC SIGNALS . . . After the light turns green, drivers must yield to pedestrians who entered the crosswalk before the light changed; and must also yield to persons walking with the green light or a "WALK" signal.

ALLEYS AND DRIVEWAYS . . . When entering a street or highway from an alley, driveway or private road, drivers must stop before crossing the sidewalk or sidewalk area and they must yield the right-of-way to approaching pedestrians.

BLIND PERSONS . . . Drivers must *always* come to a *complete stop* when approaching a blind person who is crossing a street or highway when such person is carrying a white cane or is being guided by a dog, regardless of any traffic control signs or signals which may be in operation. After stopping a driver must take such precaution as may be necessary before proceeding, in order to avoid injury to the blind person.

DRIVERS MUST YIELD TO OTHER DRIVERS

STOP INTERSECTIONS . . . When a driver approaches an intersection where a stop sign is posted he must stop at the marked stop line. If there is no stop line, he must stop before entering the crosswalk on the near side of the intersection. If there is no stop line or crosswalk, the stop must

be made at a point nearest to the other road where the driver has a view of approaching traffic, before he enters the intersection. After stopping, the driver must *yield the right-of-way* to any vehicle which has entered the intersection from another roadway or is approaching so closely as to make it hazardous for him to attempt to move into the intersection. After yielding the right-of-way to other traffic, a driver at a stop intersection may proceed when a safe interval occurs.

OTHER INTERSECTIONS . . . When two vehicles approach or enter an intersection from different roadways at approximately the same time, the driver of the vehicle on the left must yield the right-of-way to the vehicle on the right if there are no stop signs or traffic control signal lights. The driver on the right should not insist on using this privilege, however, unless it is safe to do so—maybe the other driver doesn't know the law.

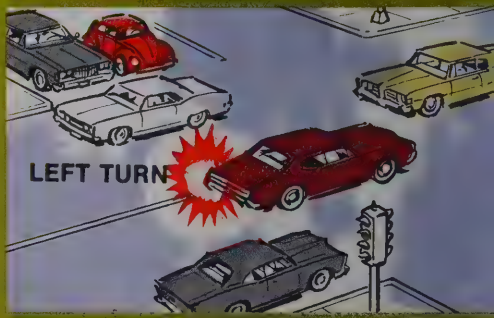
FOUR-WAY STOPS . . . If more than one driver approaches a four-way stop intersection at approximately the same time, the first one to stop should be the first one to proceed—if safe to do so—and the others should take their proper turns. Although no one actually has the legal right-of-way in a situation of this kind; custom, courtesy and common sense have established a tradition of precedence. Due care, however, is the most important consideration.

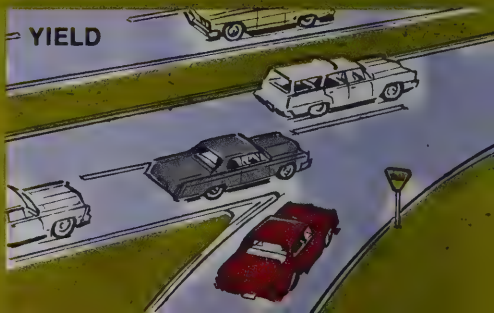
There are two other things to remember:

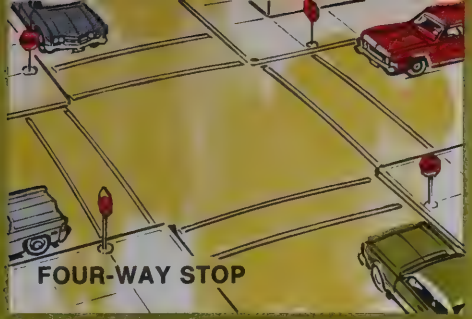
- Don't delay traffic behind you—take your turn when it comes up.
- Don't get reckless if another driver tries to take your turn—an accident will only make matters worse.

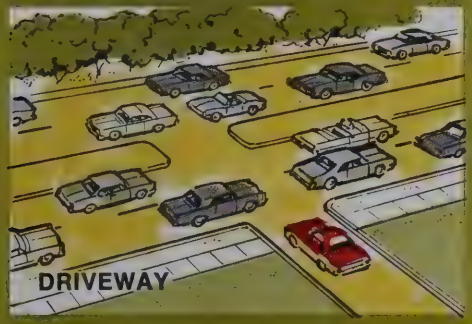
LEFT TURNS . . . A driver who wishes to make a left turn at an intersection, alley or driveway must first yield the right-of-way to all other traffic from the opposite direction. After yielding, he may proceed whenever a safe interval occurs. If he is within an intersection controlled by a signal light he may complete his turn when the light turns red, but if he has not yet entered the intersection he must wait for the next green light.

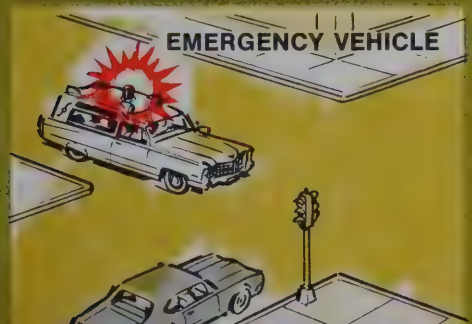
YIELD . . . (See page 30) The driver of a vehicle approaching a YIELD sign must slow down to a speed reasonable for the existing conditions. If necessary for the purpose of safety, he must also stop at the marked stop line. If there is no











stop line, he must stop before entering the crosswalk on the near side of the intersection. If there is no stop sign or crosswalk, he must stop at a point nearest the other roadway where he has a view of approaching traffic. After slowing or stopping, the driver must yield the right-of-way to any vehicle in the intersection or approaching on the other roadway so closely as to make it hazardous to move across or into the intersection. If a driver is involved in a collision at an intersection or if he interferes with the movement of other vehicles after driving past a YIELD sign, such collision or interference will be considered prima facie evidence of the driver's failure to yield the right-of-way.

MERGING TRAFFIC . . . (See page 34) When approaching this warning sign, drivers must adjust speed and position to avoid collision with other vehicles which are approaching the junction of the converging roadways (such as an entrance road to an expressway).

SIGNAL LIGHTS . . . Drivers who are waiting for the green light must not proceed until all cross traffic has cleared the intersection.

ALLEY, PRIVATE ROAD OR DRIVEWAY . . . The driver of a vehicle about to enter or cross a highway from an alley, private road or driveway must yield the right-of-way to all other vehicles approaching on the street or highway to be entered.

EMERGENCY VEHICLES . . . Drivers must yield the right-of-way to police vehicles which are using sirens or lights (audible or visual signals), and to authorized emergency vehicles which are using both audible and visual signals. The law requires traffic to pull over to the right-hand edge of the highway and stop, if possible, until the emergency vehicle has passed. Intersections must not be blocked.

FUNERAL PROCESSIONS . . . Vehicles in a funeral procession have the right-of-way at intersections when their headlights are lighted. The driver of the leading vehicle must obey stop signs and traffic-control lights, but when the leading vehicle has proceeded across the intersection in accordance with the signal all other vehicles in the procession may follow with caution without stopping. A driver not in a funeral procession may overtake and pass a procession if he can do so without causing a hazard or interfering.

OBEY THE POLICE . . . If a policeman is directing traffic, the right-of-way laws do not apply and drivers must do as the officer tells them.

SOMETIMES PEDESTRIANS MUST YIELD

Whenever a driver parks his car and steps out he becomes a pedestrian, and he is required to obey the traffic laws which apply to people who are walking.

INTERSECTIONS . . . Pedestrians must obey traffic signals and walk lights, and they must use the right half of the crosswalk when practicable. When the steady yellow signal appears pedestrians are prohibited from starting to cross the street, unless otherwise directed by a pedestrian-control signal.

CROSSING STREETS AND HIGHWAYS . . . Pedestrians who cross at any place other than a marked or unmarked crosswalk at an intersection must yield the right-of-way to all vehicles on the street or highway.

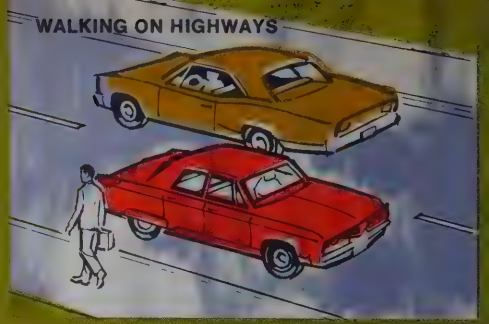
PEDESTRIAN TUNNELS OR OVERPASSES . . . At any location where a pedestrian tunnel or overhead crossing has been provided, pedestrians must yield the right-of-way to all vehicles upon the roadway.

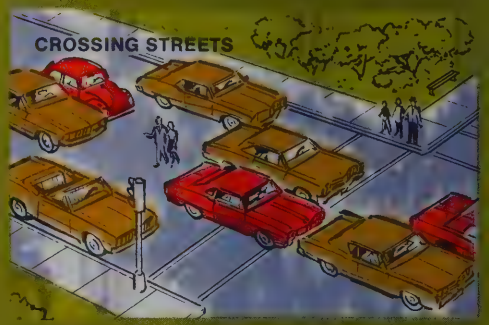
WALKING OR STANDING ON HIGHWAYS . . . Pedestrians are prohibited from walking upon a roadway if there is an adjacent sidewalk. If there is no sidewalk, they must walk upon the left side of the pavement or shoulder; and they must step off the pavement when a vehicle approaches.

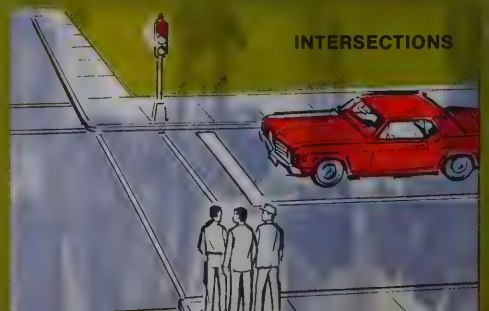
HITCHHIKING OR SOLICITING . . . Pedestrians are prohibited by law from standing on any part of the roadway to ask for a ride from the driver of a vehicle. Beginning July 1, 1970, outside a business or residence district, all persons are prohibited from standing on or next to a roadway for the purpose of soliciting employment, business or contributions from the occupant of any vehicle. Also, beginning July 1, 1970, all persons are prohibited from standing on or next to a roadway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on any street or highway.

INTOXICATED PEDESTRIANS . . . It is unlawful for any pedestrian who is under the influence of intoxicating liquor to be upon any highway in Illinois.

REGARDLESS of any provisions which may require pedestrians to yield the right-of-way to automobiles, the law still requires drivers to exercise due care and take proper precautions to avoid striking any person upon a street or roadway. Such care is especially necessary when approaching a child, an elderly person or a pedestrian who is obviously confused or incapacitated.







PASSING AND LANE USAGE

There are certain rules and regulations which govern the use of traffic lanes. To avoid accidents and traffic law violations, you must understand and observe them.

PASSING IS PROHIBITED ON A TWO-LANE, TWO-WAY ROADWAY . . .

- In a no-passing area marked by a yellow stripe or a "DO NOT PASS" sign.
- On a hill or a curve where a vehicle approaching from the opposite direction might create a hazard.
- Within 100 ft. of an intersection or railroad crossing.

PASSING ON A TWO-LANE ROADWAY is also prohibited unless the left lane is clearly visible and free of oncoming traffic for a sufficient distance to permit passing without interfering with the safe operation of any other vehicle. After overtaking and passing, a driver must return to the right lane as soon as practicable before coming within 200 feet of any vehicle approaching from the opposite direction. This simply means . . . *don't start to go around another car unless you have plenty of time and plenty of room to get back on your own side of the road.*

The driver of a vehicle which is being overtaken and passed on the left must permit the other vehicle to pass when the horn is sounded, *and must not increase speed* until he has been completely passed by the overtaking vehicle.

Passing a vehicle which has stopped at a crosswalk or intersection to permit a pedestrian to cross is prohibited.

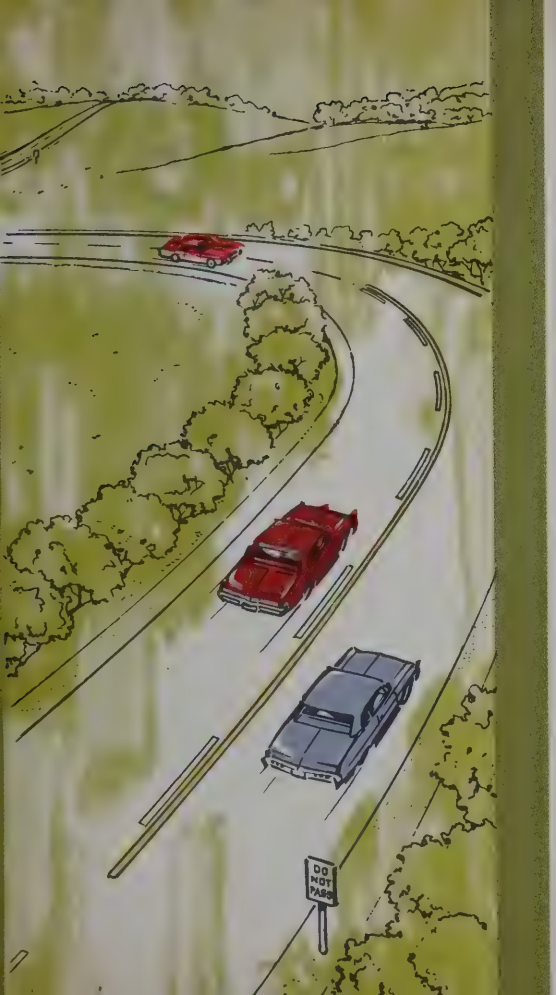
DRIVING OFF THE PAVEMENT or the main traveled part of the roadway is prohibited when overtaking and passing another vehicle on the left.

MOTORCYCLE DRIVERS are prohibited from passing between two other vehicles going in the same direction unless there is an unobstructed lane of traffic available to permit such passing safely; and they are also prohibited from passing on the right unless there is at least an eight foot width of unobstructed pavement to the right of the vehicle being passed.

PASSING ON THE RIGHT is permitted . . .

- On a two-lane roadway, when the vehicle being overtaken is making or about to make a left turn.
- Upon a one-way street or upon a street or roadway with two or more unobstructed lanes in each direction.

Passing on the shoulder is prohibited at all times.



DRIVING ON THE LEFT IS PROHIBITED

On a two-lane roadway with two-way traffic you must never drive to the left side across the center line . . .

- Within 100 ft. of an intersection or railroad crossing.
- On a hill or curve when the view ahead is unclear or obstructed.
- When prohibited by highway signs or pavement markings.
- When the yellow stripe is on your side of the center line.
- The above restrictions do not apply to left turns which are made into an alley, private road or driveway, if they can be made safely and if they are not prohibited by highway signs or signals.

DRIVING ON THE LEFT HALF OF THE ROADWAY IS PERMITTED . . .

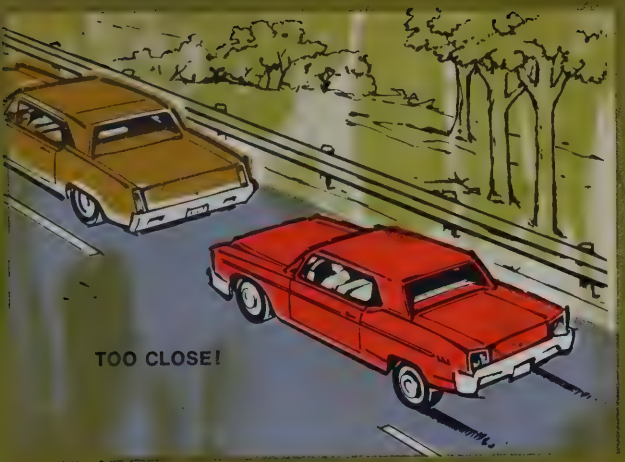
- When overtaking and passing another vehicle where passing is not prohibited.
- When an obstruction makes it necessary to drive to the left of the center line, but only after yielding the right-of-way to all other vehicles traveling in their proper lanes on the unobstructed part of the highway.
- Upon a roadway restricted to one-way traffic.

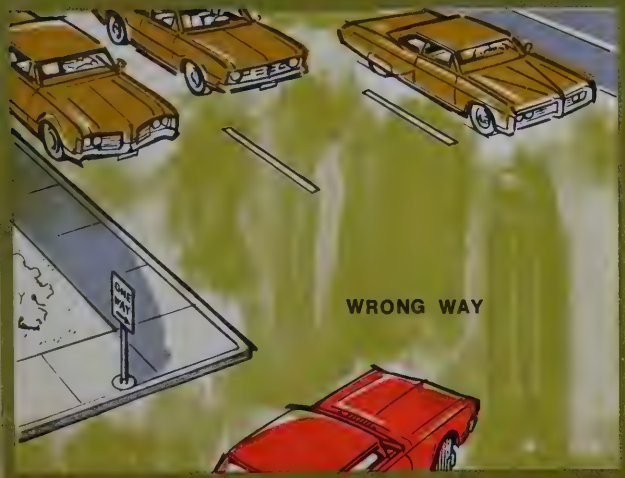
SLOW VEHICLES . . . When there are two or more lanes for traffic in the same direction, slower vehicles must use the right-hand lane except when passing or making a left turn. This means any vehicle moving slower than the normal, average traffic speed at that particular time and place.

WEAVING . . . Whenever there are two or more clearly marked lanes for traffic, drivers must stay within a single lane as much as practical; and movement from one lane to another must not be made unless it can be done safely. It is unlawful to weave from one lane to another in an attempt to move faster than the traffic flow. It is also unsafe. *Never change lanes without first indicating your intentions by the turn signal,* as required by law.

ONE-WAY . . . Under no circumstances may a vehicle be driven contrary to the direction posted on a one-way street or highway.

MEDIAN STRIP . . . It is unlawful to drive across an unpaved strip, dividing section or barrier which separates two roadways, except at an authorized opening or crossover.





FOLLOWING TOO CLOSELY . . . Most rear end collisions are caused by following too closely. The law requires a driver to show due regard for the speed of the traffic and the condition of the highway, and to allow such space as may be considered reasonable and prudent. One car length for each 10 miles per hour is often used as a guide, *on dry pavement when visibility is good*. Another good method is to watch the car ahead of you when it passes some reference point, such as a telephone pole. Then count "one-thousand-one, one-thousand-two" . . . if you pass the same spot before you are through counting you are following too closely.

TRUCKS, BUSES AND VEHICLES PULLING TRAILERS are required to stay at least 300 feet behind other vehicles of the same kind, except when passing.

CARAVANS OR MOTORCADES, except funeral processions, must allow sufficient space between units to permit other vehicles to enter safely.

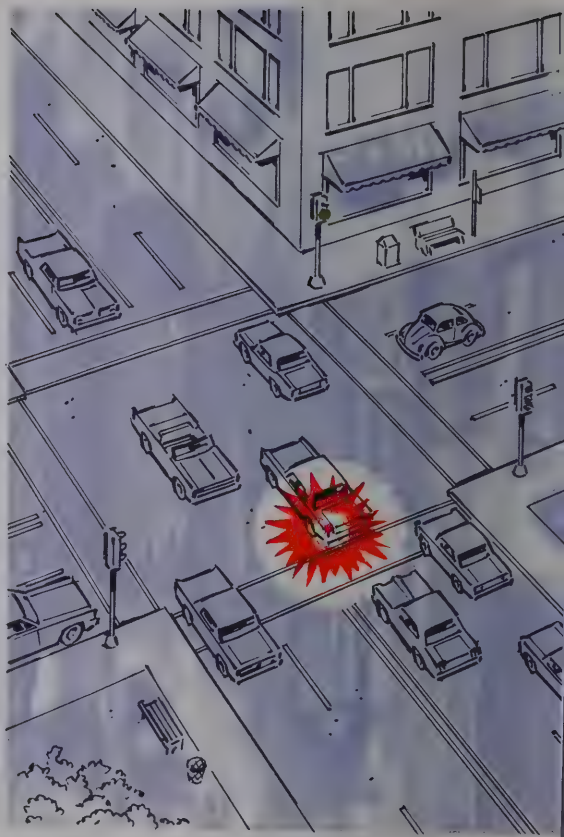
CONTROLLED-ACCESS ROADWAYS . . . Drivers are prohibited from entering or leaving any controlled-access roadway except at authorized entrance or exit roads. Certain types of vehicles may be prohibited on controlled-access roadways if signs are posted to this effect, and it is unlawful for drivers to disobey such signs.

TURNS AND SIGNALS

Turning movements of motor vehicles are strictly regulated by law, and drivers cannot make them whenever and however they may wish to do so. It is important, therefore, to know and understand the rules. Violations cause collisions.

To turn safely and avoid accidents, you must . . .

1. *Make up your mind* before you get to the turning point. Last minute decisions are likely to cause trouble.
2. Move into the proper lane as soon as possible. The faster traffic is moving, the sooner you should do this.
3. Look behind and to both sides to see where other vehicles may be before you change lanes. *Illinois law requires that a turn signal must be given before changing lanes.*
4. In a business or residence district you must give a continuous turn signal for at least 100 feet before turning, and in other districts or areas the signal must be given at least 200 feet in advance.
5. Slow down to a reasonable turning speed.
6. Make the turn correctly. This will be easy if you are in the proper lane and proceeding slowly when you begin to turn.
7. Finish your turn in the proper lane.



RIGHT TURNS

LEFT FROM ONE-WAY
INTO TWO-WAY ROADS

LEFT FROM ONE-WAY
INTO ONE-WAY ROADS

LEFT FROM TWO-WAY
INTO TWO-WAY ROADS

LEFT FROM TWO-WAY
INTO ONE-WAY ROADS

RIGHT TURNS . . . Give the proper signal at the proper time and approach the intersection in the right-hand lane, staying close to the curb. Make the turn in such a way as to end up in the right-hand lane of the street into which you turned. *Do not make a wide swing into another lane of traffic.*

LEFT TURNS . . . Move into the farthest lane to the left which is open to traffic going in your direction (remember to signal before changing lanes). Give the left turn signal, move into the intersection and *yield the right-of-way* to all vehicles which are approaching from the opposite direction. After yielding, and when safe to do so, you may proceed to make your turn. This must be made into a lane which is open to traffic in the direction in which you are leaving the intersection.

NO U-TURNS . . . Turning around is prohibited on curves and hills unless there is clear visibility for at least 500 feet in each direction. U-turns may also be prohibited in local areas by city ordinance, and no signs are required to warn drivers.

SIGNALS FOR TURNING AND STOPPING

There are two things which a driver must do before turning, changing lanes or starting from a parked parallel position . . .

- Determine if it can be done safely. If not, don't do it.
- Give the proper signal at the proper time.

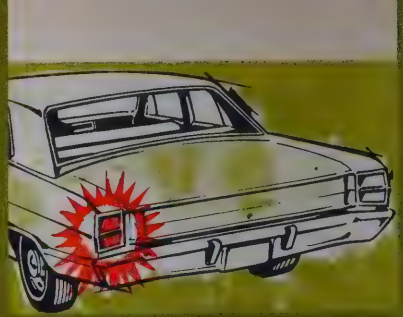
A TURN SIGNAL, when required, must be given continuously for at least 100 feet in advance in a business or residence district, and for at least 200 feet in other areas.

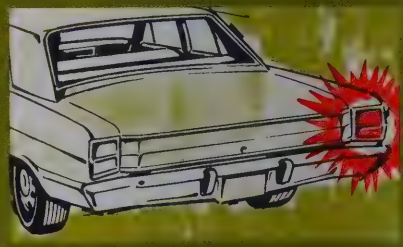
WHEN STOPPING, or slowing down suddenly, the proper signal must be given if there is another vehicle close to the rear.

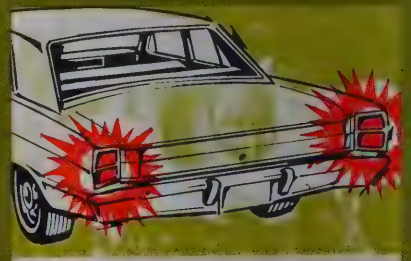
TWO METHODS of signaling are provided for passenger cars . . .

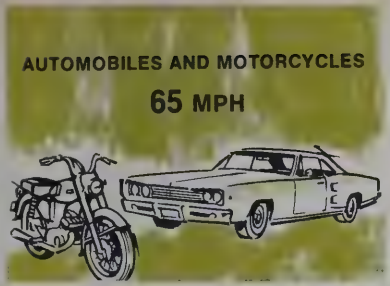
- Hand and arm—see illustrations.
- Electrical turn signals.

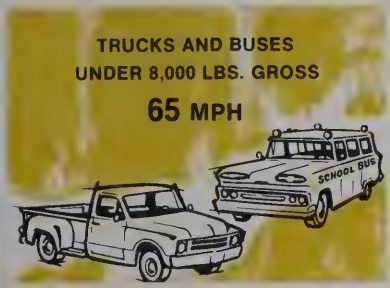
FLASHING TURN SIGNALS as a courtesy or "do-pass" signal to other drivers in the rear is prohibited by law. Also prohibited is the flashing of a *single* turn signal on a parked or disabled vehicle. *Both* turn signals may be flashed *at the same time,* however, to indicate a possible hazard on the highway.

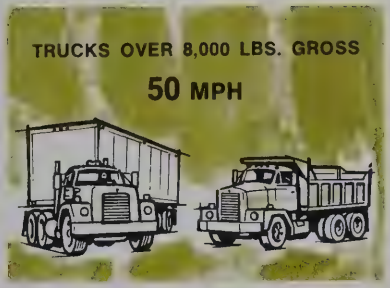


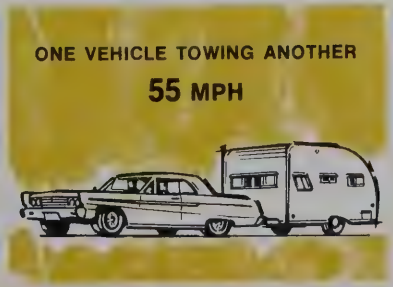












SPEED is a major factor in many motor vehicle accidents. Although excess speed itself may not be the primary cause; when it is coupled with other violations, mechanical failure or errors in judgment, it becomes the added ingredient which turns a minor mishap into a tragedy.

Illinois law establishes *absolute maximum speed limits* for various types of vehicles in urban and rural areas. The law also provides for the posting of minimum speed limits. When specific minimum limits are not posted, drivers are prohibited from traveling at such a slow speed as to impede or block the normal movement of traffic.

THIRTY MILES PER HOUR is the maximum legal limit for any vehicle on any street or roadway within an urban district, unless signs are posted with other limits. The maximum legal speed in alleys is 15 miles per hour. Urban districts are defined as, "the territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more."

MAXIMUM SPEED is permissible only under safe conditions. Regardless of the limits which may be posted, the law also provides that no person shall drive at a speed which is greater than is reasonable and proper with regard to traffic conditions and the use of the highway, or which endangers the safety of any person or property. Watch for the posted speed limits, and *slow down* when conditions so require.

THE LAW ALSO PROVIDES that speed must be decreased when . . .

- Approaching and crossing an intersection.
- Approaching and going around a curve.
- Approaching the top of a hill.
- Traveling upon a narrow or winding roadway.
- Hazards exist because of weather or road conditions, pedestrians or traffic.
- It is necessary for the purpose of avoiding a collision with pedestrians or other vehicles.

SCHOOL ZONE SPEED LIMITS

Twenty miles per hour is the limit on any street or highway while passing through a school zone, or in any area where children are crossing to and from school. This limit need not be observed unless signs are posted.

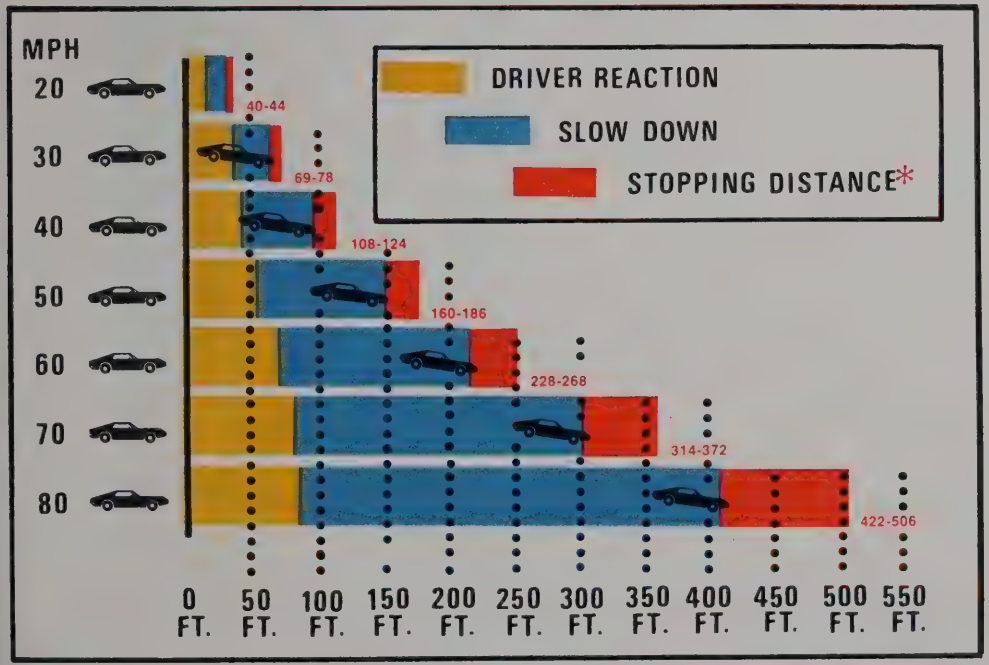
SLOW-MOVING VEHICLES

When traveling less than 20 miles per hour, farm vehicles and road tractors must display a red flag, at least 12 inches square, mounted from 10 to 12 ft. above the ground; or a flashing amber signal lamp which is visible to the rear for at least 500 ft. in normal sunlight and is mounted as high as practicable. During periods when lighted lamps are required, the flashing amber signal must be displayed.

SLOW-MOVING VEHICLE EMBLEM

Slow down when you see one of these . . . the vehicle to which it is fastened is moving less than 25 miles per hour. The slow-moving emblem is 14 x 16 inches in size and it must be mounted according to the requirements stated on page 28 of this manual.

STOPPING ABILITY OF STANDARD PASSENGER CARS ON DRY, CLEAN, LEVEL PAVEMENT



* The stopping distances shown by red bars are the ranges extending from minimum to maximum in which you may expect your car to stop, depending upon the variable factors listed on Page 68.

THE SAFEST SPEED at which to travel is the average speed at which other traffic is moving. Research studies have shown that the hazard becomes greater as the difference increases *above or below* the average; that is, slow drivers are as likely to become involved in accidents as speeders. If most of the cars are traveling between 65 and 70 miles per hour, you are least likely to have an accident if you stay within that speed range.

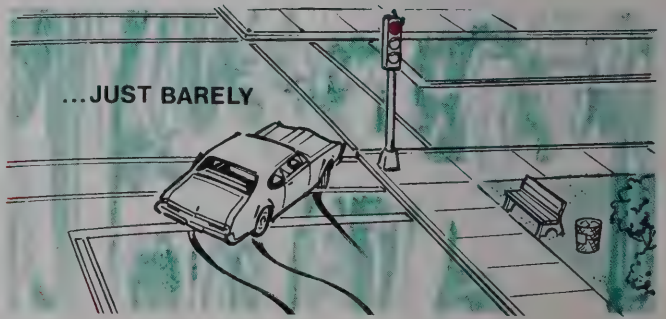
STOPPING DISTANCE

How quickly can you stop your car? This is a most important consideration in determining a safe driving speed at any certain time and place; and this is a question which should be answered *before* an emergency occurs. It won't help much to find out the hard way. The chart illustrated herein may be used as a guide but actual stopping distances depend upon many factors, as stated on the following page.

STOPPING DISTANCE FACTORS

- Mental and physical reaction time of the driver. You have to hit the brake before the car will stop.
- Type and condition of the pavement. There is a world of difference between rough, dry concrete and wet, slippery brick or asphalt.
- Kind of tires and tread composition. The more rubber on the road, the more traction you will have. Large, wide tires with deep tread will stop a car faster than small, narrow ones with a worn tread. A hard composition lasts longer, but a soft tread has more traction.
- Chassis design, weight distribution, suspension and shock absorbers.
- Type of brakes, condition of brakes and brake balance. In a panic or emergency situation you can be in serious trouble if one or more of the brakes lock up the wheels before the others fully take hold.
- Wind direction and velocity. Drivers may not realize the difference a strong tail wind can make when trying to stop suddenly at high speed.

Since there are so many things to consider, how can anyone determine how quickly his own automobile can be stopped? There is only one way to get an answer . . . testing at various speeds and under various conditions. Take it easy on the first try, and make sure you're in a safe place to experiment. This is the only sure way to learn how far it takes *you* to stop *your* car.



DRINKING, DRAG RACING AND RECKLESS DRIVING

Illinois law prohibits any person who is under the influence of intoxicating liquor, or any other drug which renders him incapable of safe driving, from driving any kind of a vehicle or from being in physical control of any vehicle. Penalties are severe—fines up to $1,000, jail sentences up to one year and mandatory revocation of driving privileges.

A chemical analysis showing 0.10% or more of blood-alcohol by weight is presumptive evidence that the person from whom the sample was taken was under the influence of intoxicating liquor.

All persons are prohibited from transporting, carrying, possessing or having any alcoholic liquor in or upon or about any motor vehicle except in the original package and with the seal unbroken. The penalty is a fine of not less than $25 nor more than $50.

DRAG RACING is defined by law as "the act of 2 or more individuals competing or racing on any street or highway in this State in a situation in which one of the motor vehicles is beside or to the rear of a motor vehicle operated by a competing driver and the one driver attempts to prevent the competing driver from passing or overtaking him, either by acceleration or maneuver, or one or more individuals competing in a race against time on any street or highway in this State."

Penalties range from 5 to 90 days imprisonment and a fine of $50 to $500 for the first offense, or both; and they are doubled on second and subsequent convictions. Revocation of driving privileges will also result.

RECKLESS DRIVING is defined as driving with "willful or wanton disregard for the safety of persons and property." The maximum penalty upon first conviction is imprisonment for 90 days and a $500 fine. Three violations within 12 months will result in driver license revocation.

SPECIAL STOPS

Red lights, stop signs and stop lines tell drivers *when* and *where* to stop, but there are also other situations under which stopping is required.

SCHOOL BUSES . . . You must *always* stop before reaching a school bus which has stopped to load or unload passengers. Warning will be given at least 100 feet in advance by the flashing red lights on the front and rear of the bus (200 feet in rural areas).

Stopping is required when overtaking or meeting a school bus *from either direction,* except where highways are separated in the center by median strips. It is not necessary to stop for a school bus on a controlled-access highway if the bus is in a loading zone at a place where pedestrians are not permitted to cross.

After stopping, you may proceed if the bus driver signals you to do so or if the flashing lights are turned off.

RAILROAD CROSSINGS

A railroad track across a highway is a warning of danger, and all persons are required to use due care and caution. Drivers must always stop within 50 to 15 feet of the nearest rail when:

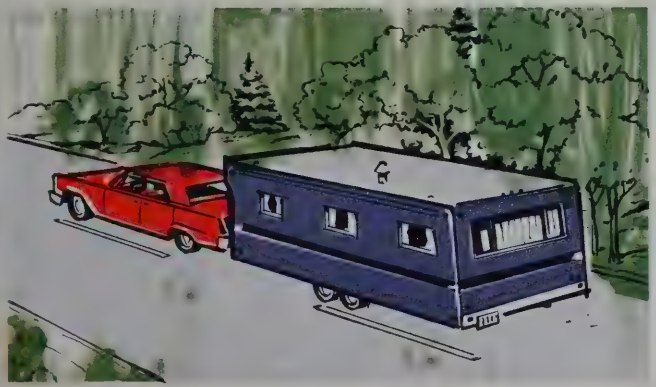
- The signal is flashing.
- The crossing gate is lowered.
- A flagman is giving a signal.
- A train is approaching so closely as to create an immediate hazard.

- A railroad train gives a warning signal.
- A stop sign is posted.

After stopping, remain standing until all tracks have been cleared and it is safe to proceed. Certain types of vehicles and cargos must stop at all railroad crossings, regardless of whether a train is approaching . . . see Page 74.

ALLEYS AND DRIVEWAYS

Drivers moving out of an alley, building, private road or driveway must stop before entering the sidewalk area. If there is no sidewalk area, they must stop at a point nearest the street or highway where they have a view of approaching traffic. After stopping, drivers must yield the right-of-way to pedestrians and other vehicles.



MISCELLANEOUS LAWS

BACKING UP is prohibited upon any controlled-access highway. It is also prohibited at any other place unless it can be done safely and without interfering with other vehicles.

RIDING IN A HOUSE TRAILER is prohibited while it is being moved upon a street or highway.

OPENING THE DOORS of a vehicle is prohibited on the side on which traffic is moving, unless it is safe to do so and unless it can be done without interfering with the movement of other traffic.

DRIVING ON SIDEWALKS is prohibited except upon a driveway, or for the purpose of pickup, delivery, maintenance or emergency service.

IF A VEHICLE IS OVERLOADED with passengers or freight so as to obstruct the view of the driver or interfere with the mechanical operation, it cannot legally be driven. Passengers must not ride in such a position as to interfere with the driver's view or his control of the vehicle.

NO OBJECTS MAY BE PLACED on or suspended from any part of the inside of a motor vehicle except religious or lodge statues not exceeding 6 inches in height and wearing apparel suspended behind the driver and not obstructing the driver's view.

PUSHING ANOTHER VEHICLE is unlawful under any circumstances on any highway, except in an extreme emergency and then the vehicle shall not be pushed farther than is reasonably necessary to remove it from the roadway or from the immediate hazard that exists.

FOLLOWING FIRE-FIGHTING VEHICLES, parking at the scene of a fire or crossing a fire hose is prohibited.

FARM TRACTORS must not be operated on highways unless they are being used in connection with farming operations.

STOPPING AND PARKING

Traffic laws also regulate the stopping and parking of vehicles.

FIRST OF ALL . . . after you park—you must stop the engine and remove the ignition key.

IF YOU PARK ON A HILL you must turn the front wheels to the curb (see illustration). Then you must set the emergency or parking brake.

WHEN PARKING ON STREETS with two-way traffic, unless angle parking is permitted by local ordinance, you must stop in a position in which the right-hand wheels are parallel to and within 12 inches of the curb. On a one-way street or roadway vehicles must be parked in the direction in which traffic is moving, within 12 inches of the right or left curb.

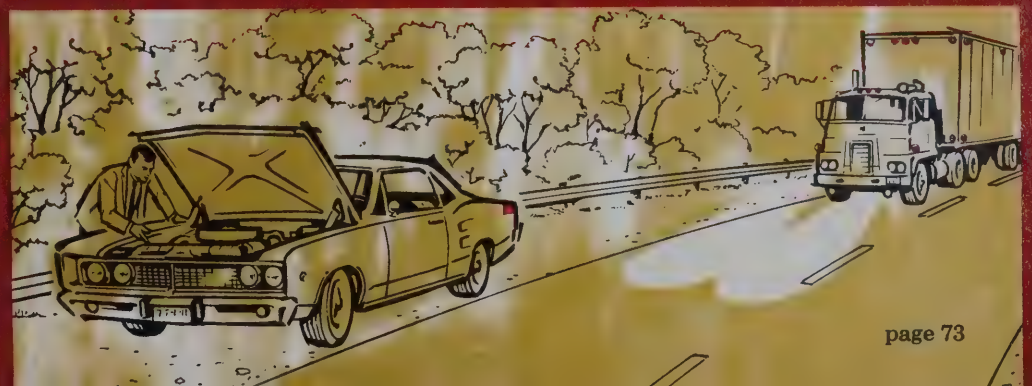
PARKING IS PROHIBITED . . .

- On a sidewalk.
- In front of a driveway.
- Within an intersection.
- Within 15 ft. of a fire hydrant.
- On a crosswalk.
- Within 20 ft. of a crosswalk at any intersection.
- Within 30 ft. of a stop sign or traffic-control signal.
- At a safety zone.
- Within 50 ft. of a railroad crossing.
- Within 20 ft. of a fire station driveway.
- On the street side of a parked vehicle.
- Upon a bridge or overpass, or within a tunnel.
- By the side of a street obstruction, if such parking interferes with the movement of traffic.
- At a no-parking sign.

OUTSIDE OF BUSINESS OR RESIDENTIAL DISTRICTS parking or stopping is prohibited upon the paved or mainly traveled part of a highway. If it is impossible to pull off the roadway, a vehicle may be stopped or parked if there is a clear view for a distance of 200 feet in each direction, and if there is sufficient space for other vehicles to pass. Do not stop on the roadway at a curve or hill.

A vehicle which has been left unattended outside the limits of a city, village or town for more than 24 hours may be removed by a police officer to a place of safety, at the expense of the owner. Disabled, abandoned or unattended vehicles may be removed at any time if they are obstructing traffic.

BETWEEN SUNSET AND SUNRISE parked vehicles must display lights on front and rear, unless they are within an urban district where lights are not required. Lighted headlights on parked vehicles must be dimmed.



TRUCKS, TRAILERS, BUSES AND TAXIS

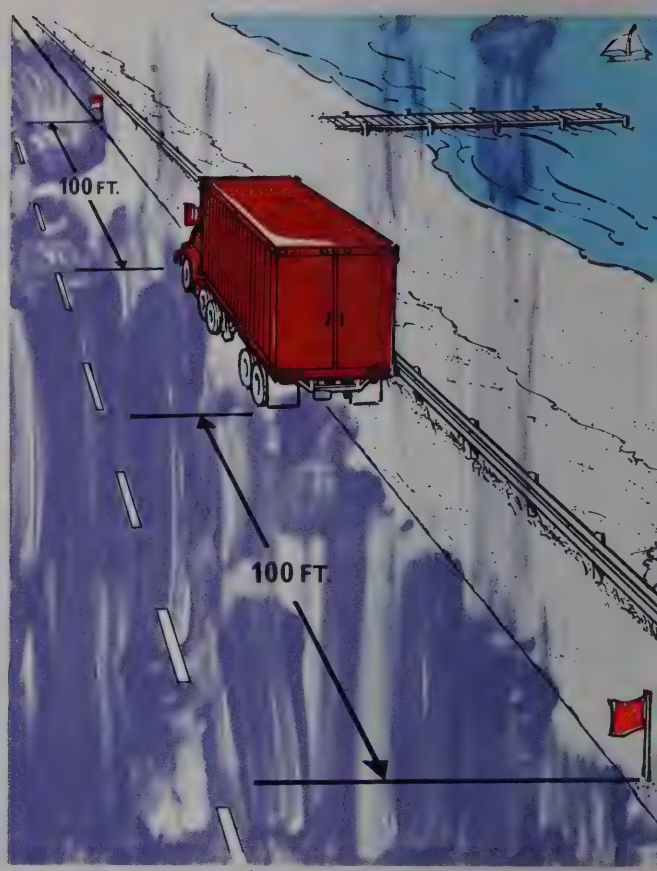
In addition to the laws which govern all traffic generally, there are certain regulations which apply to specific types of vehicles.

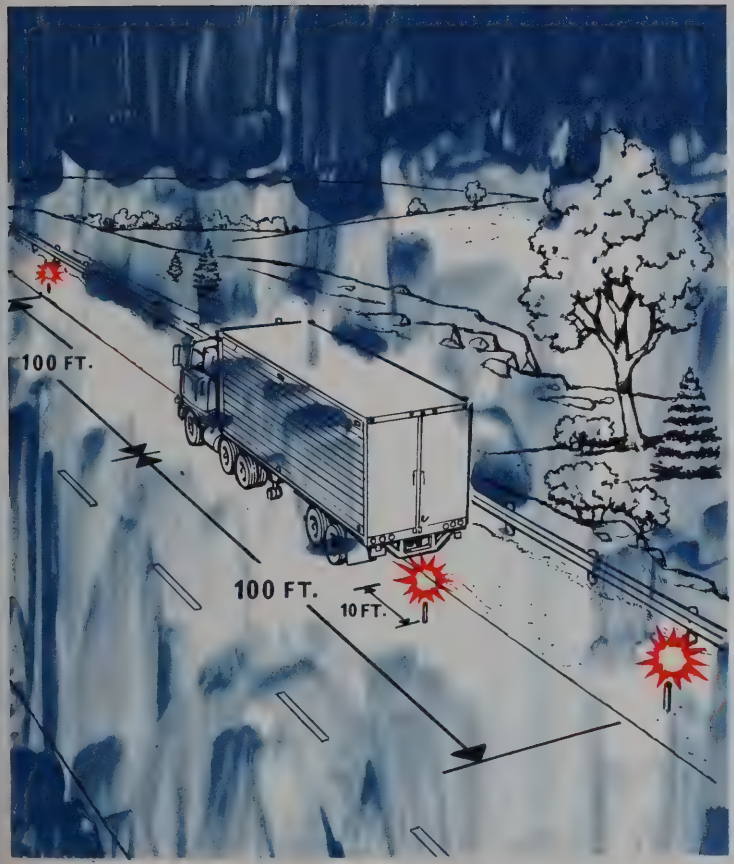
RAILROAD CROSSINGS . . . If there is no traffic signal or police officer directing traffic to proceed, these vehicles must always stop within 50 to 15 feet of the nearest rail of a railroad crossing:

- School buses carrying children.
- Vehicles carrying passengers for hire.
- Vehicles carrying liquid petroleum or liquid petroleum products; flammable or oxidizing liquids or solids; flammable or poisonous compressed gases; volatile liquids or solids which emit poisonous fumes; corrosive liquids and radioactive materials.

After stopping, the driver is required to look and listen for approaching trains and he must not cross the track until he can do so safely. Upon proceeding, the driver must select a gear which will not require changing until the tracks have been crossed, and he must not shift gears while crossing.

LIGHTING . . . Every second division vehicle or combination of vehicles which is more than 25 feet in length or 80 inches in width must display clearance, identification and side marker lights while it is being operated, outside the limits of cities, villages or towns, between sunset and sunrise. See Chapter Two for required lighting equipment for second division vehicles.





FLAGS AND FLARES—DISABLED VEHICLES . . . Flags, flares or other approved types of warning devices must be displayed when second division motor vehicles or motor vehicles towing a house trailer become disabled upon the roadway or shoulder of a highway outside an urban district. (See Chapter Two for second division vehicle equipment requirements.)

Between sunset and sunrise, or at any other time when lights are required for safety, a lighted fusee, red electric lantern or portable red emergency reflector must be immediately placed on the traffic side of the vehicle. As soon as possible thereafter the driver must place three liquid-burning flares, red electric lanterns or red emergency reflectors on the roadway or shoulder:

- One at the traffic side of the vehicle, not less than ten feet to the front or rear in the direction the nearest traffic is approaching.
- One in the center of the lane or shoulder occupied by the disabled vehicle, placed 100 feet from the vehicle and toward traffic approaching in that lane.
- One 100 feet in the opposite direction from the vehicle, in the center of the lane or shoulder occupied.

On a divided highway the flares, lanterns or reflectors must be placed:

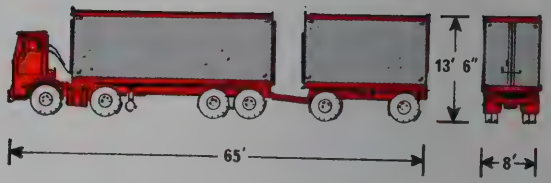
- One at the traffic side, 10 feet from the vehicle in the direction of the nearest approaching traffic.
- One at a distance of 200 feet from the vehicle, in the center of the lane or shoulder and in the direction of approaching traffic.
- One at a distance of 100 feet from the vehicle, in the center of the lane or shoulder and in the direction of approaching traffic.

At a time when lights are not required, disabled second division vehicles and motor vehicles towing house trailers must display red flags:

- One at a distance of 100 feet in advance of the vehicle.
- One at a distance of 100 feet to the rear of the vehicle.

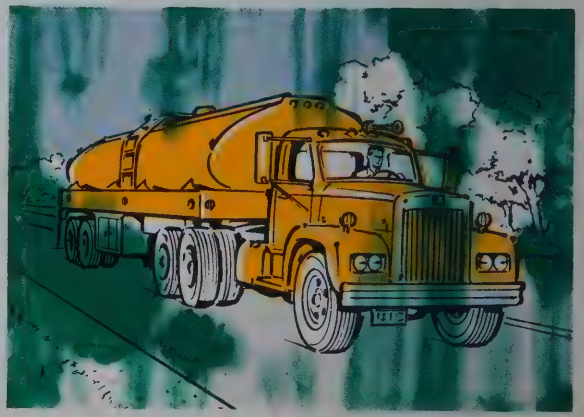
On a divided highway the flags must be displayed:

- One at a distance of 200 feet to the rear of the vehicle.
- One at a distance of 100 feet to the rear of the vehicle.



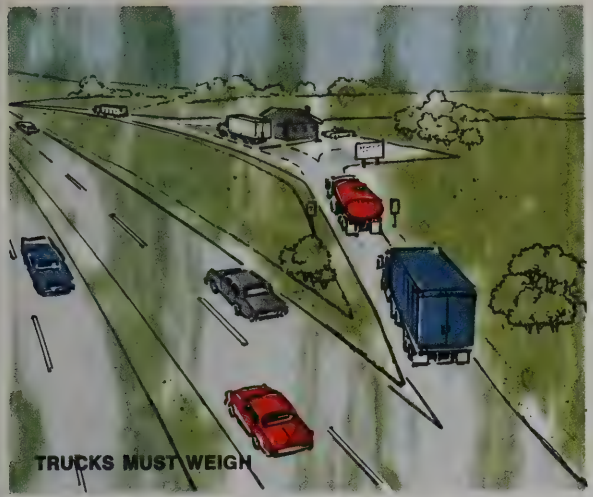
Whenever any second division vehicle or motor vehicle towing a house trailer is disabled within 500 feet of a curve, hillcrest or other obstruction to view, the signal in that direction must be placed in such a location as to give ample warning, but not less than 100 feet or more than 500 feet from the disabled vehicle.

Drivers are prohibited from using fusees or lighted flares as warning signals for disabled vehicles which are carrying explosives, flammable liquids or compressed flammable gas. Red electric lanterns or portable red emergency reflectors must be used.



SAFETY TEST . . . Second division vehicles, except those specifically exempted, must secure a certificate of safety from the State Police before being operated on Illinois highways. Safety inspections are required twice annually, and may be obtained at garages or service stations licensed by the Illinois State Police. All recreational vehicles are exempted.

BRAKE REQUIREMENTS . . . All trucks and buses operated upon the highways of Illinois must be equipped with brakes upon all wheels; however, any motor vehicle and truck tractor having three or more axles need not have brakes on the front wheels, except when such vehicles are equipped with two steerable axles, the wheels of one such axle need not be equipped with brakes. Trailers and semi-trailers with a gross weight of 3,000 pounds or more must be equipped with brakes. Trailers or semi-trailers with a gross weight of 3,000 lbs. but



under 5,000 lbs. need be equipped with brakes on only one wheel on each side of the vehicle. Trailer brakes must be designed to be operated by the driver of the towing vehicle, and they must be adequate to control movement, stop and hold. They must also be designed and connected for automatic breakaway application of towed vehicle of 5,000 lbs. gross weight or more.

PROTRUDING EQUIPMENT or components on vehicles must be fastened to prevent shifting or bouncing.

SIZE, WEIGHT AND LOAD—MAXIMUM LIMITS.

WIDTH

Trucks and trailers—8 feet, including load, except unbaled farm products or farm implements which are being transported during the period from sunrise to sunset.

Buses—8 feet. Nine feet permitted within Cook County, and 8 feet 8 inches permitted on certain highways.

HEIGHT

13 feet 6 inches from underside of tire to top, including load.

LENGTH

Single vehicle, including load—42 feet.

Truck-tractor and semi-trailer, including load—55 feet.

Motor vehicle transport combination—65 feet (on 4 lane).

Combination of vehicles—60 feet.

Truck-tractor and semi-trailer drawing one trailer, or tractor with stinger-steered semi-trailer—65 feet.

Length limitations do not apply to vehicles which are hauling poles, pipe, machinery or other objects which cannot be dismembered; however, such movements are prohibited in hours of darkness and on Saturdays, Sundays and legal holidays. There are special provisions for emergency repairs by public utilities.

WEIGHT

18,000 lbs. on any one axle, and not to exceed 73,280 lbs. on 5-axle combinations 44 feet in length or over. 16,000 lbs. is the limit on some highways. Cities over 50,000 may permit 33½% overloads on two-axle vehicles, up to a maximum gross of 40,000 lbs., for operation within the city limits only. Maximum permissible vehicle weights are also determined by the number and placement of axles.

EXCEPTIONS . . . Laws which regulate size, weight and load do not apply to fire-fighting and snow-removal vehicles owned and operated by governmental agencies; or to farm implements which are temporarily operated or towed in a combination on a highway. Such combinations, however, must not consist of more than three vehicles; or, when hauling fresh, perishable farm produce from farm to point of processing, not more than three wagons being towed by a farm implement.

EXCESS SIZE AND WEIGHT . . . Vehicles and loads which exceed the legal limitations may be moved for limited distances, under certain circumstances, if a special permit is issued by the Illinois Division of Highways.

TOWED VEHICLES . . . Outside a business, residential or suburban district, or on any controlled-access highway, no vehicle other than a pole trailer or a semi-trailer which is being towed by a truck-tractor by means of a fifth wheel shall be towed on a roadway except by a drawbar; and in addition, it must be coupled with two safety chains or cables to the towing vehicle. The chains or cables must be of sufficient strength to prevent the towed vehicle parting from the drawing vehicle in case the drawbar should break or become disengaged.

SPILLING LOADS . . . No vehicle may be operated upon a street or highway unless it is constructed and loaded in a manner to prevent any of the load from dropping, spilling or leaking. No loaded vehicle may be operated unless the load and covering are securely fastened.

ALL VEHICLES WEIGHING 16,000 LBS. GROSS or more must stop each time they come to an open, official state weighing station; and the drivers are responsible for overweight on axle or license plates. Maximum permissible axle loads are shown in the table illustrated herein. Registration fees are listed according to weight on the reverse of truck and trailer license plate application forms.

A TANDEM AXLE is defined by law as "Any two or more consecutive axles whose centers are more than 40 inches and not more than 72 inches apart, measured to the nearest inch between any two adjacent axles in the series." The gross weight transmitted to the road surface through such series of axles must not exceed 32,000 pounds, and no axle of the series may exceed the maximum weight permitted.

TABLE OF MAXIMUM LEGAL WEIGHTS

VEHICLES HAVING TWO AXLES 36,000 LBS.
VEHICLES WITH CRAWLER TYPE TRACKS 40,000 LBS.

VEHICLES OR COMBINATIONS WITH THREE OR MORE AXLES

	DISTANCE[1]	WEIGHT[2]		DISTANCE[1]	WEIGHT[2]	DISTANCE[1]	WEIGHT[2]
THREE AXLES WITH TANDEM	10 ft.	41,000	FOUR AXLES	15 ft.	50,000	26 ft.	57,500
	11	42,000		16	50,500	27	58,000
	12	43,000		17	51,500	28	58,500
	13	44,000		18	52,000	29	59,500
	14	44,500		19	52,500	30	60,000
				20	53,500	31	60,500
THREE AXLES WITH OR WITHOUT TANDEM	15 ft.	45,000		21	54,000	32	61,500
	16	46,000		22	54,500	33	62,000
	17	47,000		23	55,500	34	62,500
	18	47,500		24	56,000	35	63,500
	19	48,000		25	56,500	36 OR MORE	64,000
	20	49,000	FIVE OR MORE AXLES	42 ft. OR LESS	72,000	44 ft. OR MORE	73,280
	21 OR MORE	50,000		43	73,000		

[1]Minimum distance to nearest foot between extreme axles
[2]Maximum gross weight (pounds)

WHENEVER A POLICE OFFICER determines that the weight of a vehicle is unlawful, the officer must require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce the gross weight to the limits permitted by law. Any material unloaded must be cared for by the owner or operator of the vehicle, and must be done so at the risk of the owner or operator.

THE DRIVER OR OWNER of an overweight vehicle, or both, must be arrested by the policeman who determines that the weight is unlawful; except that no arrest ticket will be issued when the overweight is 1,000 lbs. or less and the owner or operator shifts or removes the excess. It is a misdemeanor for a driver to refuse to stop at an official weighing station; or to refuse to obey a police officer who orders an excess load to be removed or shifted.

PENALTIES. Owners and drivers who are convicted of overweight violations will be fined a total amount as shown in the table below.

OVERWEIGHT			RATE PER LB.
More Than		Not More Than	
1,000 lbs.	and	2,000 lbs.	2 cents
2,000		3,000	4
3,000		4,000	6
4,000		5,000	8
5,000			10

OTHER REQUIREMENTS

VEHICLE REGISTRATION CARD. Illinois law requires that the registration card for a motor vehicle of the second division shall be carried in the vehicle to which it refers or by the person driving such vehicle. The driver must display the same upon demand of a police officer or any officer or employee of the Secretary of State.

EXPLOSIVES. Vehicles carrying explosives must be marked on each side and rear with the word "EXPLOSIVES" in letters not less than four inches high; or a red flag must be displayed on the rear, not less than 24 inches square and marked "DANGER" in white letters at least six inches high. Vehicles carrying explosives must have at least two fire extinguishers.

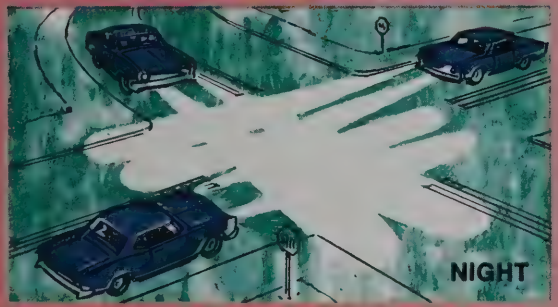
FLAMMABLE LIQUIDS AND EXPLOSIVES . . . During periods when lighted lamps are required by law, no second division vehicle may be used to transport flammable liquids or explosives unless the vehicle is marked or placarded in reflectorized paint on the rear and each side with the words "FLAMMABLE", "EXPLOSIVES" or "GASOLINE" in letters not less than four inches high.

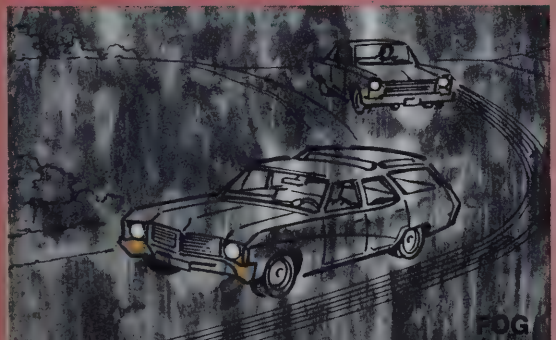
DOCUMENTATION OF VEHICLE MOVEMENTS. Trucks and buses which do not have Illinois license plates and which are carrying persons or property must carry a document which states the following information:

1. The point of origin and destination of the vehicle and its cargo or the persons being carried;
2. Whether the movement is for-hire or not-for-hire; and
3. Whether the movement is interstate or intrastate as defined by the Illinois Vehicle Code.

INTERSTATE COMMERCE is defined as transportation between two or more states or transportation originating in one state and passing into or through other states for delivery in another state, and which is not intrastate.

INTRASTATE COMMERCE is defined as transportation originating at any point within this state and destined to any other point or place within this state, irrespective of the route, highway or highways traversed, and including transportation which passes into or through another state before delivery is made within this state, and including any act of transportation which includes or completes a pickup within Illinois for delivery within Illinois.





CHAPTER FIVE

SAFETY RULES

Traffic laws alone cannot regulate every kind of a driving situation which may occur. There are also some general safety rules which drivers should understand and follow.

NIGHT DRIVING. Night driving presents special problems. Persons, vehicles and other objects appear differently than in the daytime. The glare of oncoming headlights may reduce your effective vision to near zero. Unfamiliar roads or unexpected situations become doubly dangerous at night.

There are certain precautions which you must take in order to stay out of nighttime accidents. First of all, make certain your headlights are aimed correctly and functioning properly. Have them checked at regular intervals. Keep the glass clean. Remember . . . headlights must be dimmed at least 500 feet before meeting and 300 feet before overtaking another vehicle.

Don't overdrive your headlights. This means that you should hold your speed within the limits of the range at which you can see the pavement ahead clearly enough to provide ample time for an emergency stop. Maximum safe speed will vary on different types of roads. For safety's sake, slow down when meeting another vehicle or when approaching a curve. Use the white stripe at the edge of the pavement as a guide line. If there is no stripe, note the position of the center line.

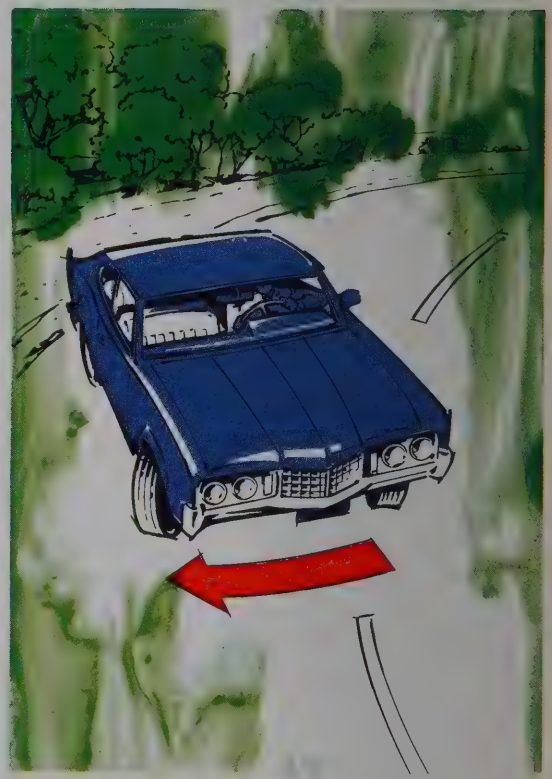
Take proper precautions *to stay wide awake.* Dozing or a state of semi-consciousness is more likely to occur at night, and it is much more dangerous than in the daytime. Watch carefully for highway signs—they are harder to see at night.

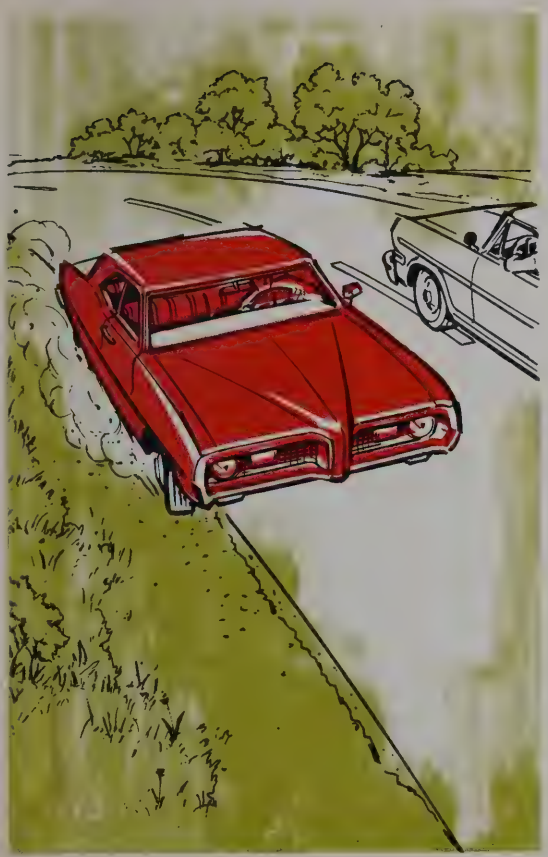
FOG. The best rule for fog is to *stay off the road;* however, circumstances sometimes make it necessary to travel. There are some things which you can do to help stay out of accidents. First, *reduce your normal driving speed* . . . reduce speed still more when you see the headlights of an approaching car or when a red taillight comes into view. The car with the taillight may be stopped on the road, or just barely moving; and the headlights may be on a vehicle which is being driven down the center of the pavement. Be prepared for an emergency stop, and keep within the limits of your vision. If the fog becomes so dense that you can hardly see, cautiously pull off the pavement and stop. Don't creep along at 5 or 10 miles an hour . . . another driver may crash into you. You will probably be able to see more clearly if your headlights are dimmed, and certain types of fog lights are helpful.

SKIDDING. An automobile skids when its tires lose their grip on the road surface. When this happens, the power which the engine transmits to the wheels is lost and the action of the brakes to retard motion is also ineffective.

In a skidding situation, your only recourse is to maneuver the vehicle in such a manner as to enable you to regain control. There are two things which you must remember . . .

Don't jam on the brakes.
Turn the front wheels in the direction of the skid.





When the car first starts to slide, do not remove your foot suddenly from the accelerator. This has a braking effect. As you start to regain control you may safely slow the vehicle by intermittently (and very gently) applying the brakes. Many experienced drivers favor using accelerator and brake pedals at the same time . . . but take it easy on the brake!

The most sensible precaution you can take to avoid skidding is to reduce speed when approaching possible danger spots, and be prepared to take corrective action.

RUNNING OFF THE PAVEMENT. Accidents which are caused by this error are often disastrous. The proper precaution is, of course, to pay attention to your driving; however, if you should run off (or if you are forced off) there are certain things you can do which may save your life.

Don't panic. Don't hit the brake pedal suddenly and hard. Grip the steering wheel tightly and be prepared to withstand sudden shocks. Take your foot off the accelerator. Use your brakes carefully. Most important of all . . . *don't try to swing back onto the pavement.* Wait until speed has been reduced, check the traffic behind you, look for a place where the drop-off is not excessive, then cut your wheels sharply and move back onto the paved roadway.

WINTER DRIVING. Most drivers realize that winter creates additional hazards for automobiles, but many of them don't know what to do about it. Here are a few simple precautions which you should follow.

1. Equip your car with chains or snow tires. Chains are by far the most effective, and they should be used where ice and snow remain on the roadway. One word of caution . . . neither chains or snow tires will permit you to drive on slick pavement at normal speeds, so don't let yourself get a false feeling of security.

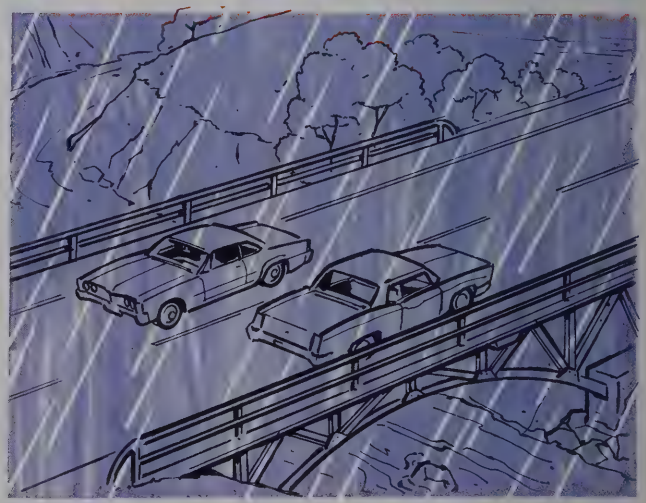
2. Keep windows clear. Remove snow and ice before you drive, even if you're just going to the corner drug store. Make certain the windshield wipers and defroster are working properly.

3. Get the feel of the roadway. Start out very slowly. It is both futile and foolish to burn the rubber off your tires by spinning the wheels. Test your brakes gently after the car is in motion, to determine how much traction you will have. Start slowing down *before* you come to a turn.

4. Maintain a safe interval. You must increase the distance from the car ahead of you according to the condition of the pavement. Many needless rear end collisions occur on icy streets because drivers forget to leave stopping space. *Snow tires will slide on ice or packed snow.* To keep safe you must keep your distance.

5. Reduce speed to correspond with conditions. There is no such thing as a "safe" speed range at which you may drive on snow or ice. You must be extremely cautious until you are able to determine how much traction you can expect from your tires. Every city block and every mile of highway may be different, depending upon sun or shade and the surface of the roadway.

6. Watch for danger spots ahead. There may be ice on bridges when the rest of the pavement is clear. Snow melts more slowly in shady areas. Take precautions when approaching turns.



CONCENTRATION is one of the most important elements of safe driving. The driver's seat is no place for daydreaming, mental napping, window shopping, scenic viewing or distracting conversation. Driving an automobile is a full-time job. There have been too many accidents after which the driver said (if he survived) "I don't know what happened."

MOTORCYCLES

There are also some safety precautions which automobile drivers should understand and observe when they are on the same roadway with a motorcycle. You must not forget that the motorcycle driver has the same right-of-way privileges as yourself and that he is entitled to the same courtesy and consideration on streets and highways. Furthermore, the man on the motorbike often encounters certain hazardous situations which are peculiar to his kind of vehicle. Automobile drivers must be aware of these situations in order to keep from doing something which could cause a serious accident.

Railroad crossings. If you are following a motorcycle operator, give him plenty of distance when approaching a railroad track. If the crossing is rough or the tracks cross the road at an angle, the rider will need room to maneuver and he will have to slow down.

Bridges. Certain types of bridge decks are hazardous for motorcycles. The rider can't tell what he's going to find until he gets there, so give him lots of room and be prepared to stop quickly in case he takes a spill.

Traffic lane usage. Regardless of size, motorcycles are entitled to use the full width of a traffic lane the same as an automobile. Do not try to stop next to a motorcycle in the same lane . . . either change lanes or stay behind. *Do not try to pass a motorcycle in the same lane that it is using* . . . you must change lanes and pass in the same manner as you would pass another automobile.

Left turns. Motorcycles and their riders are sometimes hard to see because the automobile driver is accustomed to looking for something larger. Be sure to watch for smaller vehicles in oncoming traffic before you start to make your turn.

Following too closely. Don't crowd a motorcycle operator. Allow more room than you do for an automobile. The motorcycle may be able to stop within a shorter distance than your car; and besides, getting too close to the rider may cause him to fall right in front of you.

Bad weather. Allow even more distance for motorcycles when there is ice, snow or rain on the pavement. If you apply your brakes suddenly you may slide into the machine; and if the slippery surface happens to cause the driver to fall, you may not be able to stop if you are close.

CHAPTER SIX

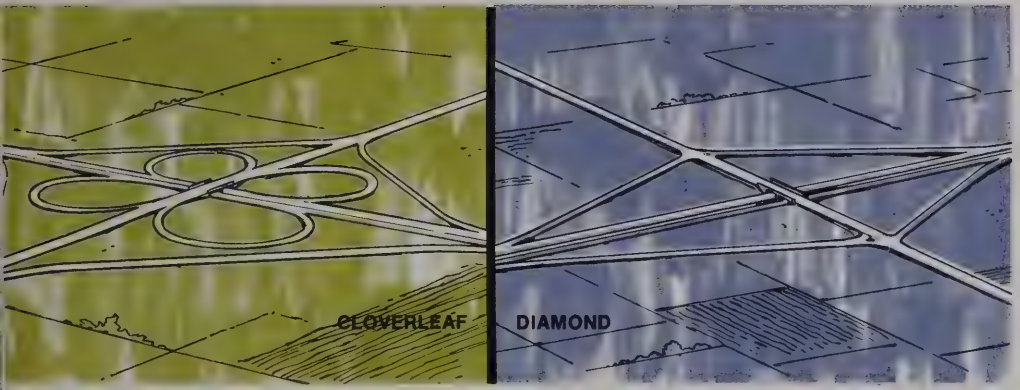
EXPRESSWAY DRIVING

Within the past few years many thousands of miles of "superhighways" have been constructed throughout the United States . . . fast, multiple-lane, controlled-access roads upon which you may drive for long distances without interruption, with minimum fatigue and maximum safety. In various areas they are known as tollroads, throughways, turnpikes, freeways and expressways. Some of them are free and some require a toll, but they all have two important advantages . . . if you know how to use them properly you can get to where you are going sooner and you have a better chance of getting there safely.

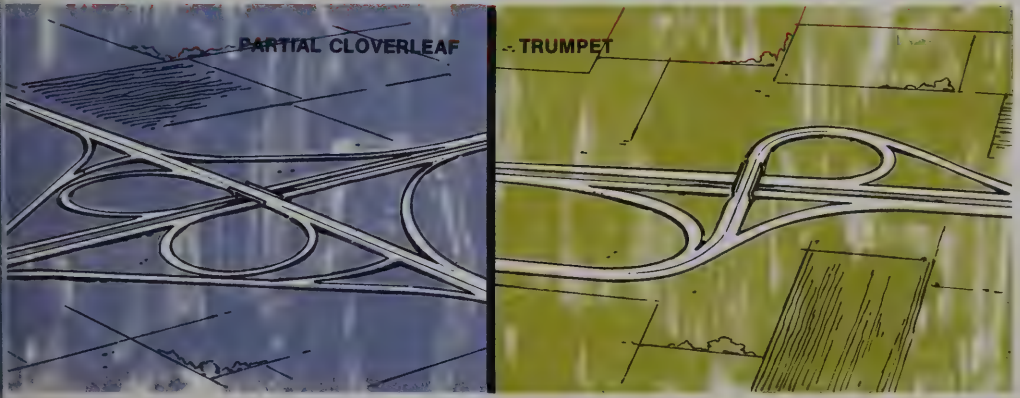
EXPRESSWAYS HAVE CERTAIN DISTINCTIVE FEATURES

CONTROLLED ACCESS. This means that cars can enter or leave interstate highways and expressways only at certain locations where interchanges have been built.

INTERCHANGE. An intersection of two highways at different levels (over and under), with connecting roads for the transfer of traffic from one highway to the other. This design feature enables vehicles to cross, enter or



TYPICAL EXPRESSWAY INTERCHANGE DESIGN



leave either highway without interfering with other vehicles.

ENTRANCE RAMP. A short, one-way road designed for bringing vehicles onto a controlled-access highway. It is usually posted with the maximum safe speed.

EXIT RAMP. A short, one-way road leading from a controlled-access highway to another roadway. Exit ramps may be located either on the right or the left side of the traffic lanes.

SPEED-CHANGE LANES. Auxiliary or side lanes running along the expressway for a short distance, usually in connection with entrance or exit ramps. They serve two purposes: to provide a safe area in which drivers may increase speed when coming on the expressway, so they can merge smoothly into the high-speed traffic lanes; and to also provide an area where speed may be reduced to a safe level for entering an exit ramp.

SERVICE AREA. A roadside stopping place on the tollway system, with entrance and exit ramps, where you may buy gasoline, food and other items. If you are driving on an interstate highway or an expressway you will find service areas located off the highway. Watch for the signs.

REST AREA. A reserved, protected place at the side of the road, designed for travelers who wish to take a nap, eat a picnic lunch, study the map or just rest. The women will find a place to powder their nose.

HIGHWAY SIGNS are most important—they make the difference between getting lost and getting to where you want to go. They can also make the difference between a safe trip and the hospital.

Expressway traffic is fast, heavy and constant, so you must plan ahead to be in the proper lane at the right time and the right place.

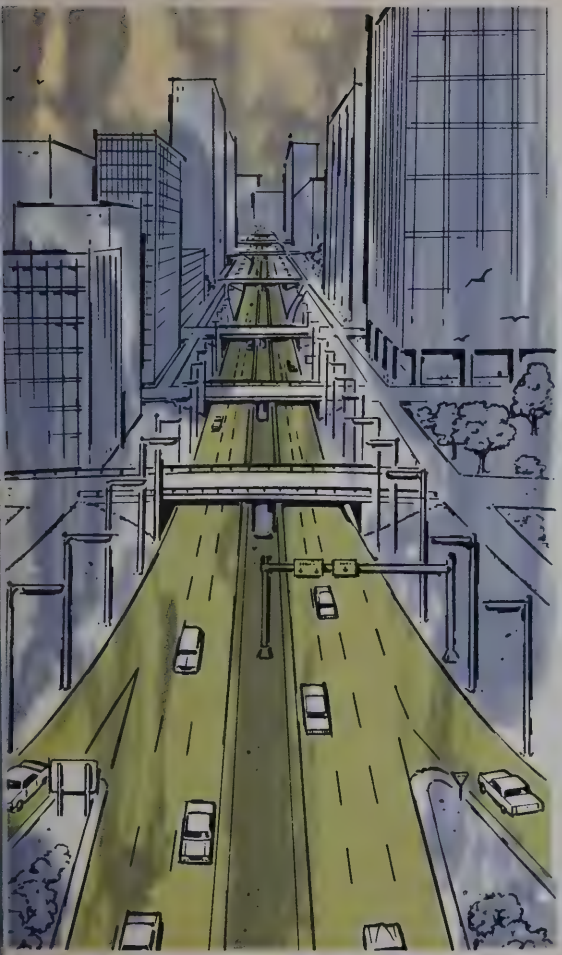
Highway signs are your cues—miss them and you will be in trouble. If you overrun your intended exit you *must* go on to the next one. Backing up is prohibited under any circumstances on all controlled-access highways.

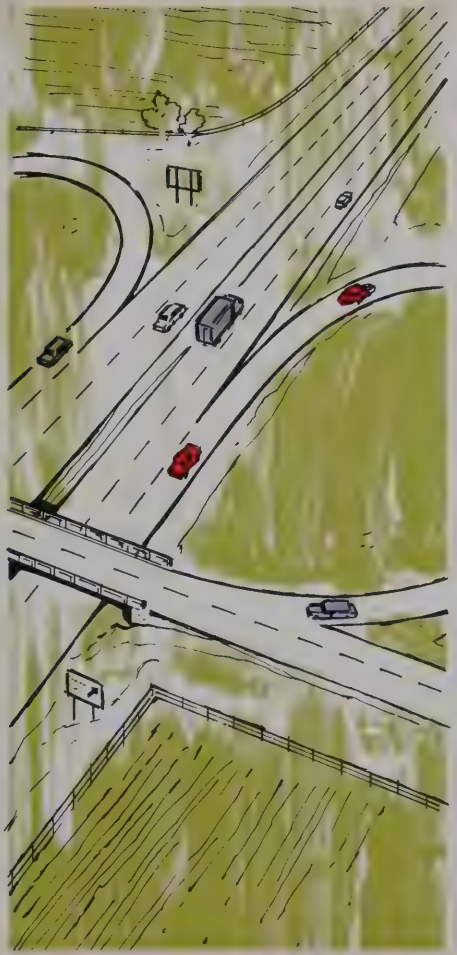
THE NEW EXPRESSWAYS have made traveling safer, faster and easier; however, they do have problems—getting on and getting off. Drivers must use both skill and caution to enter safely and merge smoothly with the fast-moving traffic. They must also use considerable caution when coming off the expressway and merging with traffic on another road.

There are two types of entrances. One is designed with both a ramp and a merging lane, as on the Interstate System; the other has an entrance ramp only. Entrance and exit ramps are illustrated . Use them properly and you should have no trouble getting on and off safely.

GETTING ON

Shown here is a typical expressway entrance with a merging or speed-change lane. A sign on the expressway which reads "MERGING TRAFFIC" gives warning of the road junction ahead, and there is also a sign which shows the maximum safe ramp speed. Drivers are required by law to adjust their speed and position so as to avoid a collision when approaching merging traffic lanes. The speed-change or merging lane provides both time and space for gaining enough speed to enter the traffic flow on the expressway lanes without interfering with the movement of other cars or causing rear end collisions.





GETTING OFF

Speed-change lanes are also provided for slowing down when leaving the expressway. Posted exit ramp speeds are usually low, due to the design of the roadway, and a driver will find himself in serious trouble if he enters the ramp at expressway speed. Exit signs are posted far enough in advance of the ramp entrance to enable drivers to pull over on the speed-change lane. When planning to leave the expressway, watch for this sign and be prepared to change lanes. Guide signs tell you in advance that your exit is near.

EXPRESSWAY SAFETY REMINDERS

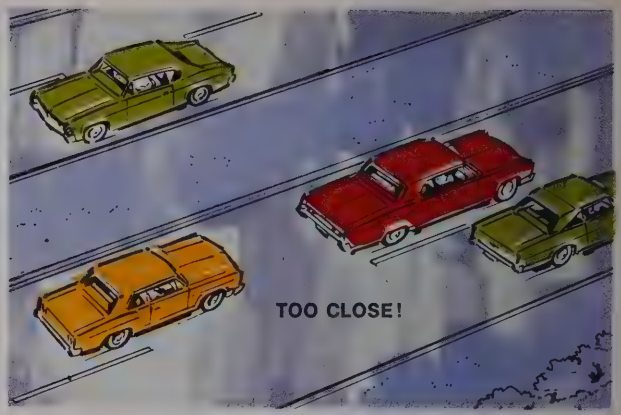
ALLOW PLENTY OF ROOM WHEN PASSING. Cutting back into the right-hand lane too soon is one of the causes of expressway collisions. Carefully check the left lane behind you before pulling out, and don't turn back into the right-hand lane until you can see in your rearview mirror the car that you just passed.

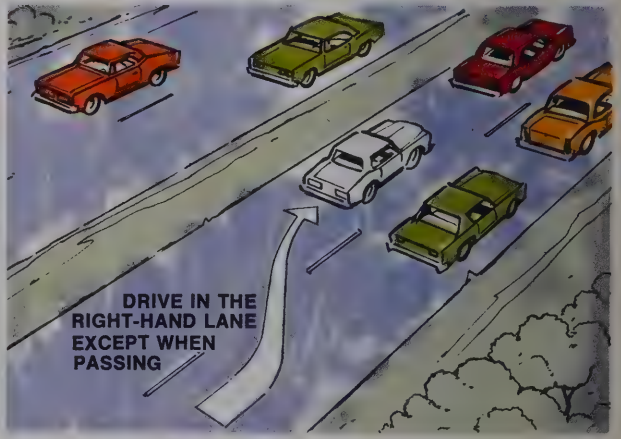
DON'T GET TOO CLOSE TO THE VEHICLE IN FRONT OF YOU. Always leave room for an emergency stop. When the weather is bad or the pavement is slick, double or triple the interval. Rear end collisions are the greatest potential hazard on the expressways.

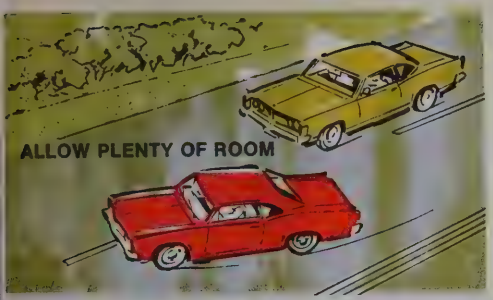
DRIVE IN THE RIGHT-HAND LANE. The left lane is for passing.

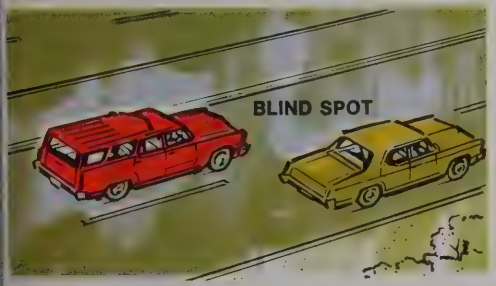
USE YOUR REARVIEW MIRRORS. Constant checking of the traffic behind you is a necessary precaution in expressway travel. Always glance at the mirror before you change lanes, and don't forget to use the turn signal. Two outside rearview mirrors are also advisable.

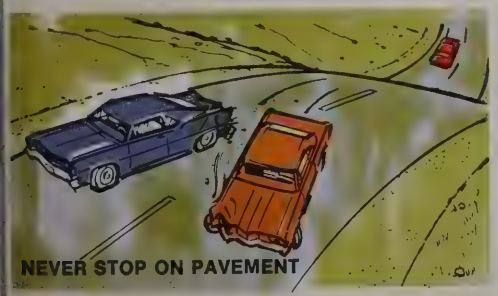
STOP DRIVING WHEN YOU FEEL DROWSY. Don't try to fight it . . . pull off the highway at the first rest stop or service area. If you are merely nodding, a cup of coffee and a bit of stretching may be sufficient to wake you up. But if you are really sleepy get off the highway and take a nap. Drowsiness is one of the greatest dangers in expressway driving. Don't rely on "stay-awake" drugs. They are likely to make your driving even more hazardous.











STAY OUT OF ANOTHER DRIVER'S BLIND SPOT. Traveling in a position where the driver ahead of you cannot observe your vehicle in his rearview mirrors is a dangerous practice—he might pull out in front of you to pass a car. Either stay behind or go around.

EXERCISE YOUR EYES. Expressway drivers are subject to "highway hypnosis" . . . a condition of drowsiness or unawareness induced by monotony, the sound of the wind, the tires on the pavement and the steady hum of the engine. Keep shifting your eyes from one area of the roadway to another and focus them upon various objects—near and far, left and right. Reading the highway signs will help you to stay awake and drive more safely.

STOPPING ON THE PAVEMENT IS PROHIBITED. You will find service areas and rest stops at frequent intervals, so use them. Stopping on the shoulder is permitted only in an emergency, or when your car is unable to go any further. If it is necessary to stop, raise the hood and tie a white cloth to the aerial. *Don't walk along the expressway in search of help.*

CHECK YOUR CAR BEFORE YOU START. You won't find a garage unless you turn off the expressway, and a breakdown could cause considerable inconvenience and delay.

PLAN YOUR TRIP CAREFULLY—mark the map to indicate all entrances, service areas and exits you plan to use. Doing these things will help you to have a safe, fast, and pleasant journey.

CHAPTER SEVEN

MOTORCYCLES

There are many kinds of motorcycles, and they vary in size and power from the tiniest scooter to the big heavy machines with engines that have as much horsepower as a small automobile. All of them have one thing in common, however. They are motor vehicles, and must be considered as such by everyone, the same as cars, trucks and buses.

- Illinois law divides all types of motorcycles (including scooters and motorbikes) into two classifications, according to piston displacement. Those with less than 150 cubic centimeters are defined as "motor driven cycles."
- You must have a drivers license with the proper classification before you can legally operate a motorcycle or motor driven cycle. See Chapter One for information about license classifications and the motorcycle examination. Motorcycle rental agencies are prohibited by law from renting a motorcycle or motor driven cycle to any person who does not have a valid drivers license with a motorcycle classification.
- All motorcycles and motor driven cycles must have license plates when operated on streets or highways. A different series is assigned to motor driven cycles; therefore, it is important to show the correct piston displacement on your license registration application. If you trade bikes from one classification to another (over or under 150 ccs) you must send your license plates to the Secretary of State, along with applications for transfer and title. New license plates and registration card will be mailed to you.
- Motorcycle riders must obey traffic laws, signs and signals in the same way as automobile drivers are required to do. Likewise, the right-of-way laws apply to all types of vehicles. This means that automobile and truck drivers must not deny to the motorcycle rider those same privileges to use the highways which they themselves insist upon enjoying.

RIDE A SAFE MOTORCYCLE

THE FOLLOWING ITEMS OF EQUIPMENT are required by law, and no motorcycle may be operated on a street or highway unless drivers, passengers and machines are in compliance therewith. These regulations apply to all types and sizes of motorcycles and motor driven cycles.

HEADLIGHTS. At least one lighted lamp showing a white light and visible for 500 feet is required. *Head lamps must be lighted at all times* when motorcycles are being operated on streets or highways.

LICENSE PLATE LIGHT. One required, white. Must be lighted at all times when head lamp is lighted, and must make license plate visible for at least 50 feet.

TAILLIGHT. Red, one required, visible for 500 feet.

STOP LIGHT. One required, red, visible for 500 feet and actuated by the braking mechanism.

MUFFLER. Motorcycles must have mufflers which are in constant operation and properly maintained to prevent any excessive or unusual noise. *Modification of an exhaust system for the purpose of amplifying or increasing the noise level is prohibited by law.*

BRAKES. Motorcycles must have brakes on both wheels, with a separate means of application for each wheel or two separate means of application on the rear wheel. Motor driven cycles must have either a hand operated or foot operated brake on at least one wheel . . . preferably the rear wheel.

HANDLEBARS. No motorcycle or motor driven cycle may be operated with handlebars more than 15 inches in height above that part of the seat or saddle occupied by the operator.

SEAT. Motorcycle operators are prohibited from carrying passengers unless the motorcycle has been designed to carry two people.

HANDGRIPS AND FOOTRESTS. No motorcycle or motor driven cycle may carry a passenger, except in a sidecar or enclosed cab, unless it is equipped with handgrips on the seat or saddle and with adjustable footrests.

REARVIEW MIRROR. Motorcycles must be equipped with rearview mirrors which reflect a view for 200 feet.

HORN. One required, audible for 200 feet.

GOGGLES. Both drivers and passengers must be protected by glasses, goggles or a transparent shield; and these must be of a type which meets the standards established by the Illinois State Police.

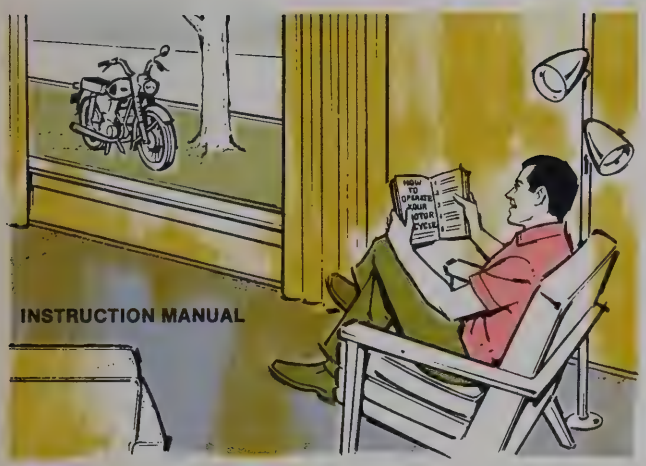
SAFETY RULES FOR MOTORCYCLES

Motorcycling can be safe, lots of fun and a most practical means of transportation *IF* you take the proper precautions.

LEARNING HOW is the first and most important step. *Do not ride* on streets or highways until you are certain you can handle the machine. *Do not carry passengers* until you have learned to ride well, have had some experience and feel confident of your ability.

When shopping for your first bike, ask the dealer if he has a qualified instructor who will give you the necessary time for both on-the-stand and on-the-road training. Some dealers will not sell a motorcycle to a customer until they are satisfied he has had enough training to enable him to learn to ride safely.

If the dealer is not interested in your welfare, find someone who is *qualified and experienced,* and who is willing to spend the necessary time to teach you the fundamentals. You can't expect to jump on a motorcycle the first time, without any practice, and take off like a

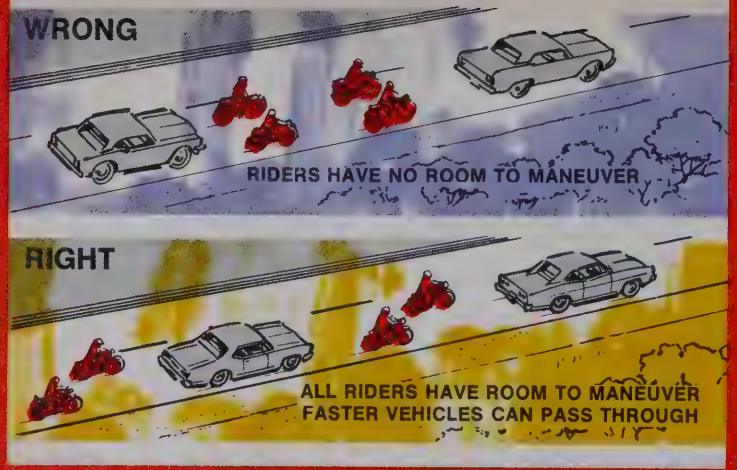


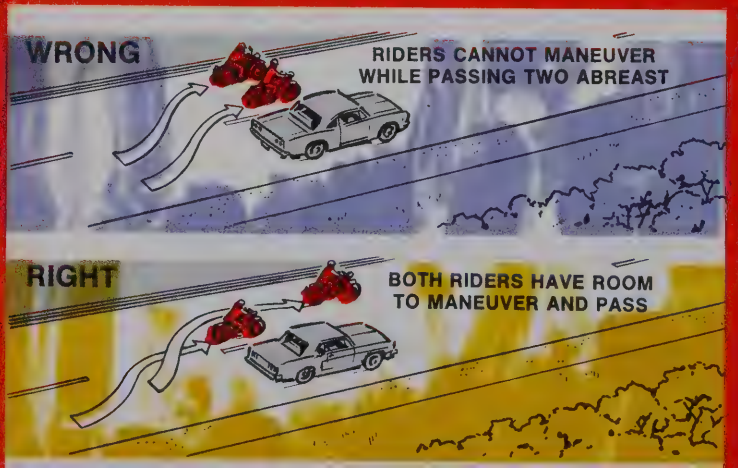
professional . . . chances are you will end up in the hospital, and you may never be able to ride again.

Before you attempt your first solo, be sure to read the instruction book carefully and study all of the controls. Then sit on the motorcycle and work them until you understand the operation thoroughly. Next, find an empty parking lot or some similar place where you are permitted to go; and practice starts, gear changes, turns and stops with your instructor or by yourself until you are confident you can handle the machine without making any mistakes. An emergency is the wrong time to learn how to find the proper control lever.

Excellent manuals for the instruction and guidance of new riders are published by motorcycle trade and motorcycle rider associations. Get them from your dealer or your local motorcycle club and study them before you start to ride your first bike. Most of the accidents happen to *beginners* during the first few days or the first few hundred miles. There's a lot to learn about riding a motorcycle . . . you need both knowledge and experience. So take it easy while you practice. To become a good rider it takes time in the saddle, but you will never get there unless you stay out of accidents.

Regardless of how you learn, you *must* have a drivers license or an instruction permit before you can ride on streets or highways.





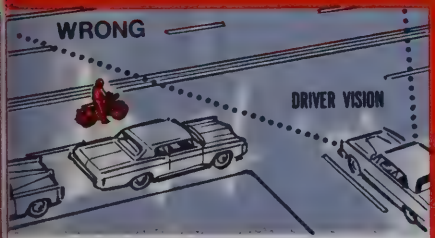
A MOTORCYCLE IS ONLY AS SAFE AS THE OPERATOR

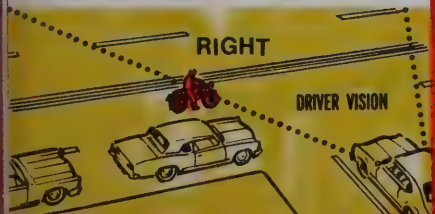
Here are some precautions which may keep you and your passengers from getting hurt . . .

PROTECTIVE HEADGEAR is not required by law in Illinois, but for safety's sake you should always wear a top-grade helmet when you ride. Motorcycle accident reports show that head injuries are the most common cause of fatalities. Heavy leather jackets and boots will help save skin and bones if you are unfortunate enough to go down.

RIDE IN GROUPS OF TWO when riding with others. Never ride two abreast in the same traffic lane; stagger your positions so the rider on the left is in front of the right-hand machine. (See illustration) Don't follow another rider in his path of travel, and keep sufficient distance between each group of two for faster vehicles to pass safely through your formation.

PASSING OTHER VEHICLES. Motorcycle operators are prohibited by law from passing between two other vehicles proceeding in the same direction, unless there is an unobstructed traffic lane available to permit passing safely. They are also prohibited from passing on the right of any other vehicle proceeding in the same direction, unless there is unobstructed pavement at least 8 feet wide to the right of the vehicle being passed.

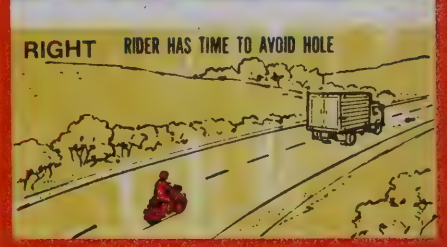


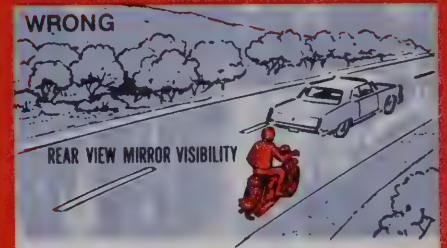


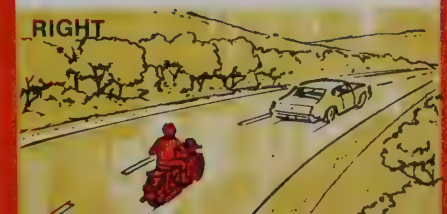
BE CAREFUL WITH THE BRAKES. Apply both brakes at the same time . . . too much and too soon on the front will cause handling problems, too much and too soon on the rear will cause a slide. About 70% of the braking effect is supplied by the front. Use an easy touch when the road is slippery and always brake *before, not into,* a turn. On wet roads, avoid using the front brake unless absolutely necessary. Close the throttle to slow the machine down and apply the rear brake cautiously.

WATCH FOR SLICK OR LOOSE SURFACES and reduce speed before you hit them. Wet roads and loose gravel will throw you if you get careless. Avoid the oil covered streak in the middle of traffic lanes.

PASSENGERS MUST NOT BE CARRIED unless the machine is designed for more than one person. One passenger only is permitted, *astride the seat.* A new, inexperienced rider should never







carry a passenger; and an inexperienced passenger should be instructed as follows . . .

- Hold on to the handgrips or seat straps.
- Keep feet on foot rests at all times.
- When turning—relax, lean in the same direction as the operator and hold on.
- Don't touch the muffler or the engine—they're hot.

NEVER MAKE A MOVE until you can see clearly ahead when passing or changing lanes. Check traffic first.

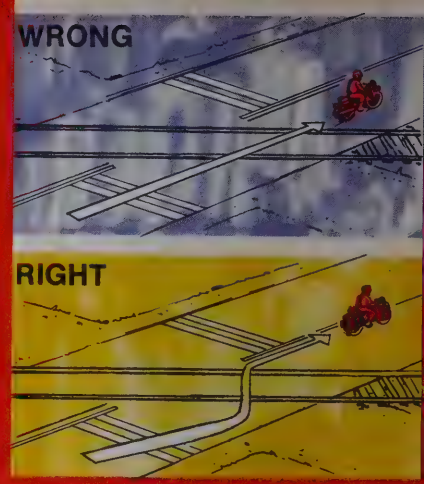
BE ALERT AT INTERSECTIONS—this is where most motorcycle accidents occur. Remember, you can't defend your right-of-way against an automobile or a truck.

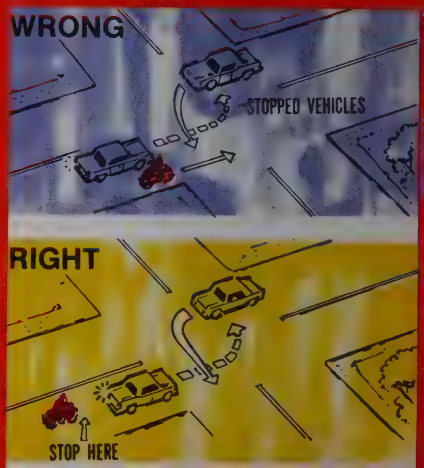
RAILROAD TRACKS or steel bridge expansion joints present a special problem. Try to cross them at a 90° angle, if possible, to avoid skidding or catching the wheels.

TURNING AROUND. Never make a U-turn without first coming to a dead stop. Then carefully look in all directions before proceeding to make your turn. U-turns are prohibited on curves and hills unless there is clear visibility for at least 500 feet in each direction. U-turns may also be prohibited on certain streets in towns and cities, and signs need not be posted to warn drivers.

DO NOT PARK where there is grease or oil.

TRY TO BE SEEN. The slim silhouette of bike and rider may not be observed in sufficient time by an automobile driver. Be sure your head lamp is lighted at all times . . . this is now required by state law. Bright, light-colored clothing attracts the attention of other drivers, and may keep you from being run down. Be sure to ride in a position which will be visible to the automobile driver ahead of you—don't move into one of his "blind-spots." Motorcycle riders should always assume that they may not be seen by the automobile drivers who are on the road with them.





STAY OFF THE EXPRESSWAYS unless your motorcycle is capable of cruising at the speed of expressway traffic, and unless it has enough power to reach that speed without interfering with other vehicles when you come off the entrance ramp.

DON'T LOAN YOUR MOTORCYCLE to anyone who is not experienced in riding your type of machine. A large percentage of accidents involve persons who are taking their first or second ride on a borrowed or rented cycle. Protect your machine and your pocketbook—an injured rider who is unlicensed or inexperienced could cause you to have serious financial responsibility problems.

FULL INSURANCE COVERAGE of the type that is available for automobiles is difficult, if not impossible, to obtain for motorcycles and their riders. Most companies will not write policies which cover injury to the operator, and it is even much harder to find insurance for a passenger.

Motorcycles are subject to the requirements of safety and financial responsibility laws, just like other kinds of motor vehicles. Before buying or operating a motorcycle, read Chapter Nine of this manual. It makes no difference whether you get hit or whether you hit something . . . the provisions of the law apply in either event.

Study your insurance policy carefully to determine exactly what coverage you have, so you will know whether it meets the requirements of the law. Before a passenger climbs on, tell him about the insurance . . . this may cause him to change his mind.

CHAPTER EIGHT

MEDICAL ASPECTS OF DRIVING

The physical condition of a person has an important bearing on his ability to drive safely. Illness, disability, alcohol or drugs are factors which may cause or contribute to traffic accident involvement. For example, nearly half of the drivers who were fatally injured in motor vehicle collisions in Illinois during 1966 were found, upon autopsy, to have measurable amounts of alcohol in their blood.

The following message from the State Health Director is presented for the guidance of all Illinois drivers. It deserves your most serious consideration.

MEDICAL ASPECTS OF DRIVING

Franklin D. Yoder, M. D., Director
Illinois Department of Public Health

IF YOU ARE TAKING MEDICINE OR DRUGS, consult your physician before driving.

IF YOU ARE DRINKING ALCOHOL— DON'T DRIVE!

AS FAR AS ALCOHOL IS CONCERNED the important thing is the amount which enters the blood, not what you're drinking—whiskey, beer, gin or wine. The amount of food in your stomach and the length of time since you ate will be a factor in determining how quickly the alcohol is absorbed into your blood stream; however, other factors are also involved so food is not a reliable indicator of the amount you can drink without being affected.

Neither can you safely rely upon experience. Although the amateur may be less likely to handle himself as well upon some occasions, the experienced drinker has learned (perhaps to his sorrow) that the same amount of alcohol affects him differently at different times. This is unpredictable, but research studies have shown that, on the average, persons accustomed to drinking lost some of their driving ability if they consumed two bottles of beer or 2 oz. of whiskey within one hour.

Alcohol is a depressant. It slows normal reflexes, interferes with judgment, reduces alertness and impairs observation. Many people think they feel a sense of well-being after drinking alcohol, and some even believe they can drive better. Unfortunately this is not true. Alcohol is not a stimulant . . . it merely lowers one's inhibitions, thereby causing loss of caution and self-control.

After drinking there is nothing you can do but wait. Black coffee, food or a cold shower won't help a bit. Alcohol is burned up by the liver and eliminated from the body through the kidneys and lungs. An average person weighing 150 pounds can get rid of about one-third ounce of alcohol per hour after he quits drinking. This means that two drinks will impair your driving ability for about two hours. Research studies have shown that almost half of all drivers killed in traffic accidents had measurable amounts of alcohol in their blood. Because of this, the Illinois legislature in 1967 lowered the blood-alcohol level from 0.15% to 0.10% for presumptive evidence of driving under the influence of intoxicating liquor.

THERE ARE MANY DRUGS other than alcohol which interfere with a person's ability to drive safely. These may be contained in prescriptions which are written by your doctor, or they may be found in some of the remedies which you can buy without prescription. Some of these drugs can cause loss of judgment and alertness as well as visual disturbances. The so-called miracle drugs may make sick people think they feel well enough to drive safely, even though they are not actually able to do so.

When taking prescription medicine, it is important to ask your doctor about any possible side effects which relate to driving. Drugs affect different people in different ways and some persons are not capable of driving safely after taking them, no matter how safe the drugs may be otherwise.

Drugs which you can buy without prescription may contain codeine, alcohol, antihistamines or bromides. Allergy remedies contain antihistamines and cold pills sometimes do also. Most of these types of medicines definitely affect alertness, judgment, co-ordination and vision because they act on the central nervous system. If they are taken while a person is also drinking alcohol driving becomes even more dangerous. Read the label carefully when buying medicine over-the-counter, and ask the drug store pharmacist if there are any doubts about side effects.

The amphetamines present a special problem because they can be bought illegally as well as by prescription.

This type of drug is used in stimulants and diet pills, but the black market variety is also referred to as "pep pills" and "speed." Over-dosage or abuse of this drug makes driving hazardous. Tranquilizers or sedatives can also make driving dangerous and your doctor should always be consulted when taking this kind of medicine. Some people are affected more than others.

The most dangerous type of drugs can only be obtained illegally. These are called hallucinogens . . . LSD and marijuana are among the more common examples. They have the power to make users completely unaware of or indifferent to their surroundings, and those persons who are under the influence must not try to operate a motor vehicle. All types of black market or illegal drugs are dangerous because there is no way to be certain of their potency or contamination.

PATIENTS WITH CHRONIC ILLNESSES requiring constant or frequent medication should not fail to consult their physicians about driving. It is the doctor's responsibility to make this determination and to advise his patients when necessary. This is a matter which should be discussed when treatment is started.

In other types of chronic illness or physical disability where continuous medical treatment is not required, the physician has the responsibility to inform his patient of any limitations which may be appropriate, even to the extent of not driving at all. Here is an area which requires complete honesty between doctor and patient.

CHAPTER NINE

ACCIDENTS

If you are involved as a driver in an accident YOU MUST . . .

- Stop immediately in a safe place
- Assist the injured if aid is necessary or requested
- Give required information to other persons involved
- Notify the nearest police station as quickly as possible
- Report the accident to the Illinois Division of Highways

MOST COLLISIONS could be avoided if all drivers knew, understood and obeyed the traffic laws, signs and signals; and if they concentrated their full attention on driving. Accidents keep happening, however, and it is important to know what to do afterwards.

Illinois law requires a driver who is involved in any kind of an accident to stop immediately at the scene, or as close thereto as possible. *Make certain to stop in a safe place off the highway, if this can be done.* At nighttime, or when visibility is poor, set out lighted flares or reflectors if they are available.

Take immediate steps to obtain competent medical assistance for the accident victims, if the injuries are more than slight. *Caution—do not move an injured person unless absolutely necessary. If this is the case, do not pick him up. Protect the victims from oncoming traffic. If there is severe bleeding, firmly press a pad of cloth directly on the wound. Do not apply a tourniquet.*

A driver must remain at the scene of an accident until he has given his name, address and license numbers to the other parties.

REPORTS MUST BE MADE

IF AN ACCIDENT within this state results in death or bodily injury, or in damage to the property of any one person in excess of $100, there are three things which must be done:

1. If no police officer is present, notice of the accident must be given by the fastest means of communication to the local

police department. If the accident occurs outside of a municipality, notice must be given to the nearest office of the county sheriff or Illinois State Police. Whenever the driver is unable to give immediate notice of an accident and there are passengers in the vehicle, one of them who is capable of doing so must comply with this requirement.

2. As soon as possible, but not later than ten days after the accident, a written report must be made to the Illinois Division of Highways, Bureau of Traffic, 801 State Office Building, Springfield, Illinois 62706. (Beginning July 1, 1971, reports must be made to the Secretary of State, Drivers License Division, State Capitol, Springfield, Illinois 62706.) Report forms are provided by the Highway Division and they can usually be obtained at police stations or automobile insurance agencies. Illinois law requires the suspension of the drivers license of any person who willfully fails, refuses or neglects to make such report.

3. Many cities also require accident reports. Be sure to inquire if you are involved in an accident within the limits of a municipality.

DAMAGING UNATTENDED VEHICLE OR OTHER PROPERTY. If you are involved as a driver in an accident which causes damage to an unattended vehicle or other property you must immediately stop without obstructing traffic, find the owner or operator and inform him of your name, address and license plate number. If you are unable to locate the owner or operator, you must furnish the information in a written notice attached securely in a conspicuous place on the vehicle or property which has been damaged. Then

you must, without unnecessary delay, notify the nearest police station and make such accident reports as may be required.

PENALTY FOR LEAVING THE SCENE OF AN ACCIDENT. A driver who fails to stop at the scene of an accident in which his vehicle was involved and in which someone was killed or injured may, upon conviction, be sentenced to not less than 30 days nor more than one year in jail. In addition to the jail sentence the driver may be fined up to $1,000. Illinois law also requires the Secretary of State to revoke the drivers license of any person convicted of leaving the scene of an accident involving death or personal injury.

ACCIDENT REPORTS ARE CONFIDENTIAL. The Illinois traffic law reads as follows . . . "All required accident reports and supplemental reports shall be without prejudice to the individual so reporting and shall be for the confidential use of the department except that the department may disclose the identity of a person involved in an accident when such identity is not otherwise known or when such person denies his presence at such accident. No such report shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the department shall furnish upon demand of any person who has, or claims to have, made such a report, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department solely to prove a compliance or a failure to comply with the requirement that such a report be made to the department."

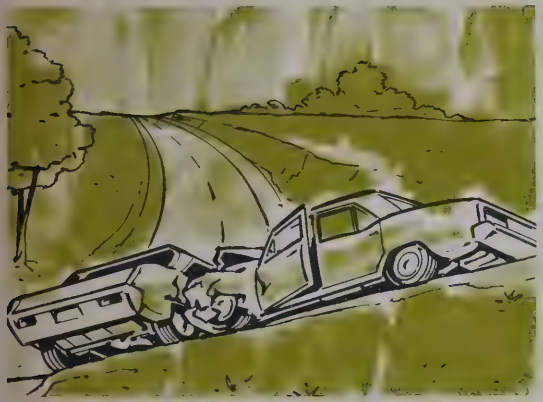
"Department" as used in the section quoted above refers to the Highway Division of the Illinois Department of Public Works and Buildings.

THE SAFETY RESPONSIBILITY LAW. Any driver who is involved in a motor vehicle accident which results in damage to the property of any one person in excess of $100, or in death or bodily injury, must make a written report to the Illinois Division of Highways, as required by law. (Beginning July 1, 1971, reports must be made to the Secretary of State, Drivers License Division, State Capitol, Springfield, Illinois 62706.) If the damage to the property of any one person is more than $250 (formerly $100), or if there is fatal or personal injury, the requirements of the Safety Responsibility Law must also be satisfied. Failure to do this will result in the suspension of driving privileges and license plates.

The Safety Responsibility Law provides that a driver must establish future proof of financial responsibility and post security, in the amount evaluated by the Highway Division, to satisfy any judgment for damages resulting from an accident, *unless* . . .

1. He is able to show evidence of a liability insurance policy covering the vehicle involved and valid at the time of the accident. If at the time of the accident, an owner or operator is covered by a motor vehicle liability policy or bond meeting the requirements of the Safety Responsibility Law, such owner or operator will be exempt from suspension resulting from that accident if the company issuing the policy or bond has failed, and such policy or bond was not effective at the time of the accident or at any time thereafter; provided that the owner or operator had no knowledge of the company's failure prior to the accident, and such owner or operator has secured within 30 days after learning of such failure another liability policy or bond meeting the requirements of the Safety Responsibility Law.

2. He is able to satisfy the requirements of the law by one



of the other prescribed methods. (Chap. 7A, Art. II, Illinois Vehicle Law; Chap. 7, Art. II, Illinois Vehicle Code)

The accident report form provided by the Highway Division contains a section for information regarding automobile liability insurance. If a motor vehicle driver or owner is unable to present evidence of a policy in effect at the time of an accident involving death, personal injury or damage to the property of any one person in excess of $250, his case will be certified to the Safety Responsibility Section of the Drivers License Division for appropriate action. The Secretary of State will then notify him of the requirements of the Safety Responsibility Law, and of the methods by which he may place himself in compliance.

In order to satisfy the requirements of the Safety Responsibility Law, an automobile liability insurance policy or bond must provide coverage for any one accident of not less than . . .

1. $10,000 for death or bodily injury to any one person.
2. $20,000 for death or bodily injury to two or more persons.
3. $5,000 for property damage to others.

If a driver who has been involved in an accident is unable to present evidence of liability insurance coverage in the amounts listed above, or is unable to post security and file proof of financial responsibility or otherwise place himself in compliance with the law, his drivers license will be suspended. The motor vehicle registrations (license plates) of all vehicles belonging to the owner of the automobile involved in the accident will also be suspended.

Under these circumstances, the driving privileges and motor vehicle registrations (or the privilege to obtain same) will remain suspended until the persons involved become eligible for reinstatement under one of the following conditions, and until proof of

financial responsibility has been established . . .

1. When one year has elapsed from the date the suspended licenses and registrations were surrendered to the Secretary of State, *if no suit for damages as a result of the accident is pending.*

2. When all judgments resulting from the accident have been satisfied.

3. When a release from liability with respect to all claims for injury or damages resulting from the accident has been obtained from all parties involved in the accident and filed with the Secretary of State.

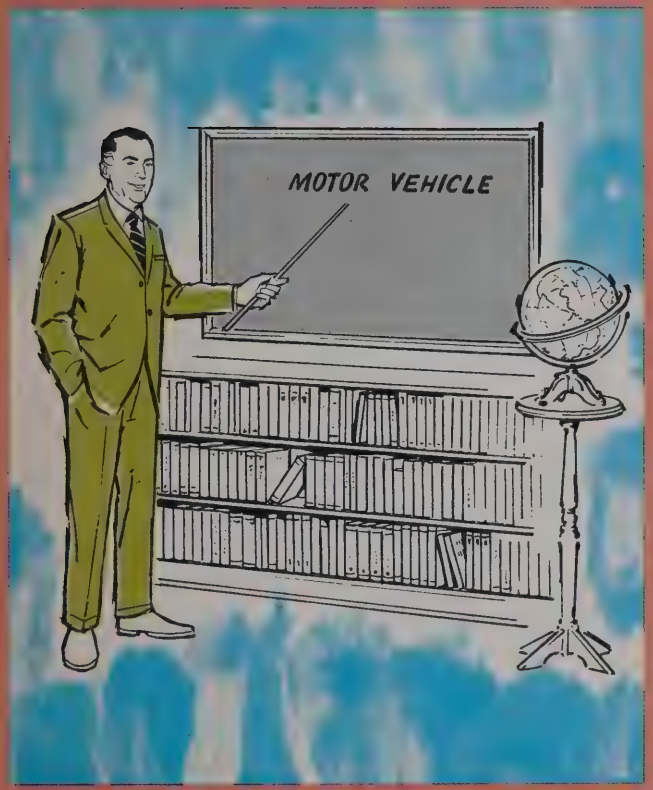
4. When the case has finally been adjudicated and a judgment entered in the suspended driver's favor.

A driver, or an owner, who complies with the law by posting the required amount of security and filing proof of future financial responsibility may, after two years from the date of the accident, obtain a refund of the deposit upon a showing of satisfactory proof that there is no litigation arising from the accident pending in any court.

THE FINANCIAL RESPONSIBILITY LAW. Any person whose drivers license and/or license plates have been suspended for failure to deposit security after an accident must maintain future proof of financial responsibility, in the amounts listed, for a period of three years. He may do this by posting security acceptable to the Secretary of State, or by filing evidence of public liability and property damage insurance coverage.

The provisions of the Financial Responsibility Law also apply after a drivers license has been revoked. A new license cannot be issued until satisfactory evidence of financial responsibility for the future has been filed with and accepted by the Secretary of State.

ADDITIONAL INFORMATION. For detailed information regarding provisions of the Safety Responsibility and Financial Responsibility Laws, you may write to the Drivers License Division, Secretary of State's Office, Centennial Building, Springfield, Illinois. For information relative to accident reports and evaluation of damages, you may write to the Bureau of Traffic, Division of Highways, State Office Building, Springfield.



CHAPTER TEN

DEFINITIONS

Words don't always mean what people think they do, or even what the dictionary says. Certain words and terms used in *Rules of the Road* have been defined by statute, in order to prevent any misinterpretation of the motor vehicle and traffic laws within which they appear. Courts, attorneys and police officers must be guided by these legal meanings when they are dealing with traffic cases; so it is important, therefore, that you read the following definitions when you study this manual.

BUS. Every motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

CAMPER. A motor vehicle of the second division, converted or equipped, used for living quarters or human habitation but not for transportation of freight or merchandise.

COMMERCIAL VEHICLE. Any vehicle operated for the transportation of persons or property in the furtherance of any commercial or industrial enterprise, For-Hire or Not-For-Hire not including however a recreational vehicle not being used commercially.

CONTROLLED-ACCESS HIGHWAY. Every street, highway or roadway which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in the manner as may be determined by the public authority having jurisdiction over such street, highway or roadway.

CROSSWALK. The part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.

Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface placed in accordance with the provisions in the Manual adopted by the Department as authorized by Section 28 of this Act.

DRIVER. Every person who drives or is in actual physical control of a vehicle.

FARM TRACTOR. Every motor vehicle designed and used primarily as a farm implement for drawing wagons, plows, mowing machines and other implements of husbandry, and every implement of husbandry which is self-propelled.

FIRST DIVISION VEHICLE. See vehicle definition.

HIGHWAY. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

HOUSE CAR. A motor vehicle of the first division, converted or equipped, and used for living quarters or human habitation. A house car is classified as a second division vehicle.

HOUSE TRAILER. A trailer or semi-trailer equipped and used for living quarters or human habitation, but not for transportation of freight or merchandise.

INTERSECTION. The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different roadways joining at any other angle may come in conflict. Where a highway includes two roadways 40 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection.

LANE-CONTROL SIGNAL. An official traffic control device consisting of an electrically controlled and illuminated signal of a square or rectangular design and employing distinctive colors or symbols used to control the direction of vehicular flow on the particular lane to which the indication applies.

MERGING TRAFFIC. A maneuver executed by the drivers of vehicles on converging roadways to permit entry into the junction thereof, wherein the driver of each vehicle involved is required to adjust his vehicular speed and lateral position so as to avoid a collision with any other vehicle.

MOTOR VEHICLE. Every vehicle which is propelled otherwise than by muscular power. See definition of vehicle.

MOTOR DRIVEN CYCLE. Every motorcycle, motor scooter or bicycle with motor attached with less than 150 cubic centimeter piston displacement.

MOTORCYCLE. Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

PRIVATE LIVING COACH. A motor vehicle of the second division equipped and used for living quarters, human habitation or mobile living rather than for the transportation of persons, and with direct access to the living quarters from the driver's seat.

RECREATIONAL VEHICLE. Every vehicle originally designed or permanently converted, used for living quarters or for human habitation and not used commercially. All recreational vehicles are classified as second division.

ROAD TRACTOR. Every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

ROADWAY. That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways the term "roadway" refers to any such roadway separately, not collectively.

SCHOOL BUS. Every motor vehicle of the second division operated by or for a public or governmental agency or by or for a private or religious organization that is used to transport children to or from school or in connection with any school activity, but not including buses operated by common carriers in urban transportation of school children.

SECOND DIVISION VEHICLE. See vehicle definition.

SEMI-TRAILER. Every vehicle, other than a pole trailer, with or without motive power designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and load rests upon or is carried by another vehicle.

STREET. The entire width between boundary lines of every way or place of whatever nature when any part thereof is open to the use of the public as a matter of right for purposes of vehicular traffic, other than public ways for vehicular traffic within a park district for which the park district has maintenance responsibility. "Street or highway" are defined alike.

TRAFFIC. Pedestrians, ridden or herded animals, vehicles, street cars, and other conveyances either singly or together while using any highway for purpose of travel.

TRAFFIC CONTROL SIGNAL. Any official traffic control device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

TRAILER. Every vehicle without motive power in operation, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

TRUCK-TRACTOR. Every motor vehicle designed and used primarily for drawing other vehicles.

VEHICLE. Every device, in, upon or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

Vehicles are divided into two divisions:

First Division: Those motor vehicles which are designed for the carrying of not more than 10 persons.

Second Division: Those vehicles which are designed for carrying more than 10 persons, those designed or used for living quarters and those vehicles which are designed for pulling or carrying freight or cargo, and those motor vehicles of the First Division remodelled for use and used as motor vehicles of the Second Division.

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STOP
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YIELD

Illinois Rules of the Road

Compiled by JOHN W. LEWIS
Secretary of State

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IR 62 ru
1972

Enjoy safe driving in ILLINOIS

RULES OF THE ROAD

John W. Lewis
Secretary of State

This edition of Rules of the Road has been designed to make it easier for the motoring public to understand the requirements for operating a vehicle safely on the streets and highways of Illinois.

Several new features have been included. Among these are descriptions of the new road signs which will be erected throughout the state in the next two years. Also a study guide for handy reference, and more clearly identifiable sections pertaining to the drivers examination. Perhaps most important, review questions appear at the end of each chapter on the drivers examination, many of them similar to those used in the examination itself.

Careful review of Rules of the Road will help make it possible for each of us to enjoy safe driving in Illinois.

John W. Lewis

Secretary of State

Wherever you go in Illinois, you will find friendly people and a welcome atmosphere. You may wish to visit some of Illinois' 45,000 acres of newly acquired conservation lands and expanded park facilities, or drive through Chicago and enjoy its cultural exhibits, museums and scenic lakefront.

In the new Illinois, good roads are keys to improved commerce, recreation and safety. Within the past three years more than 3,000 miles of deteriorating roads have been improved, 430 bridges have been built or improved and law enforcement has been strengthened. Illinois motorists can now rely on a new system of emergency medical care in case of an accident. As a result of these improvements, the death rate on Illinois highways has dropped to the lowest level in a half-century.

This is a record we can be proud of. We can all help to maintain it by driving safely as we enjoy our new Illinois roads.

Governor

INTRODUCTION

The Secretary of State publishes Rules of the Road to help you become more familiar with Illinois laws governing driving; also, to acquaint you with basic safe driving practices and to provide a useful tool to help you pass the driver examination. No matter what type of motor vehicle you will be driving, Rules of the Road is your basic reference book.

The study guide and table of contents will help you find the specific information you need, whether you are renewing your license, getting your first license, or getting your first license in Illinois.

In addition to being a comprehensive study guide for passing the driver examination, Rules of the Road also provides essential information for the experienced driver, and should be kept on hand for future reference even after your license has been received.

Driving today demands more of an individual than ever before. There are more cars, traveling at greater speeds, and drivers are subject to more distraction. It is important that each person not only know the rules, understand and obey them, but also stay alert to the possibility of another driver's mistakes. A motor vehicle, handled carelessly, can be a weapon that might possibly be dangerous to you, your family, and others. Vehicle safety devices help, but the real responsibility rests with the driver.

Reading this book may help you avoid an accident, or even save your life.

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STUDY GUIDE

This study guide will help you to quickly locate the particular sections of Rules of the Road which will be most useful to you.

RENEWING YOUR LICENSE

If you are renewing your license, you will want to read Chapter Two. Important information is found there, especially for drivers 69 and over.

FIRST LICENSE

If you have never before had a drivers license, it is highly advisable that you read all of Rules of the Road. But pay particular attention to Chapters Three through Seven for they contain the information you will have to know to pass the driver examination.

FIRST ILLINOIS LICENSE

If you are moving to Illinois from another state and wish to obtain an Illinois drivers license, the information on pages 11 and 12 will be especially helpful to you.

INSTRUCTION PERMIT

If you are interested in learning how to drive and would like to obtain an instruction permit (which you must have before you can legally practice driving), pages 9 and 10 will tell you how to go about it.

MOTORCYCLES

If you would like to obtain a motorcycle or motor-driven cycle classification on your drivers license, read Chapter Ten.

STUDY QUESTIONS

Study questions for the drivers license examination appear on pages 41, 58, 76 and 82. Additional questions for a motorcycle or motor-driven cycle classification appear on page 110.

CHAPTER 1

GETTING YOUR FIRST DRIVERS LICENSE IN ILLINOIS

Before you can legally drive in Illinois, you must have a drivers license or instruction permit, and you must have it with you at all times. There are a few exceptions and you will find them in this chapter.

Licenses have different classifications. The type of license required for driving a car is Class A. This also covers any motor vehicle of 8,000 lbs. gross weight or less, except motorcycles and motor driven cycles. Information on other classifications is given at the end of this chapter.

LEARNING TO DRIVE

Most young people learn to drive in high school, where all students are required to study traffic laws. According to Illinois law, behind-the-wheel instruction must be offered to anyone who is between the ages of 15 and 20 inclusive. This is true even if the individual is not enrolled in a public school. Four dollars of each drivers license fee goes to pay for the program. Some high schools offer driver education courses for adults. Ask at your local high school or school superintendent's office.

If you did not have the opportunity to take driver education in high school, you may also go to a commercial driver training school. These are licensed and regulated under state law, and a minimum of six hours of classroom instruction and six hours behind-the-wheel instruction must be offered to the student.

GETTING AN INSTRUCTION PERMIT

No matter how you learn, you must have an instruction permit before you can legally practice driving. You can get a permit at a driver examination station after you pass three tests:

1. Highway signs
2. Traffic laws
3. Vision

This is the same type of examination which is given to people applying for a drivers license. However, you will not be expected to take a driving test at this time. Chapters Four and Five of this book contain all you will need to know in order to pass the test on traffic laws and highway signs.

After you receive your instruction permit, you may practice driving for as long as twelve months. The only restriction is that you must have a licensed driver sitting beside you at all times, and this person must be at least 21 years of age and have at least one year's driving experience.

If you are 15, 16 or 17 years old, you may apply for an instruction permit if you are enrolled in a driver education course which has been approved by the State Superintendent of Public Instruction. The course may be offered at either a public, private, institutional or commercial school. These permits may be used only when an adult instructor of the driver education program is with you, or when a parent, guardian or responsible adult acting in place of the parent is sitting next to you. Such accompanying person must have been licensed at least one year.

After you have successfully completed the driver education program, and before you get your drivers license, you may drive with this instruction permit only when you are with a person at least 21 years of age who has been licensed to drive for at least one year, and who is sitting beside you.

GETTING A DRIVERS LICENSE

There are seven requirements you must satisfy before you can be issued a drivers license:

1. You must be a resident of Illinois, or you must state that you intend to become a resident.
2. You must be able to furnish a valid residence address.
3. You may be asked to show evidence of your residence address or date of birth.
4. You must turn in to the Secretary of State all valid out-of-state drivers licenses and instruction permits.
5. You must show some acceptable form of personal identification, such as a credit card, bank book or marriage certificate.
6. You must furnish your social security number. If you do not have one, obtain one from your local social security office.
7. You must successfully complete a driver examination (see Chapter Three).

Age Restrictions

The minimum age for a drivers license is 18 years. Persons 16 and 17 years old may also be issued a license if they have successfully completed a driver education course which has been approved by the Illinois Superintendent of Public Instruction. If you are an Illinois resident who has successfully completed an approved driver education course while attending school in another state, you may also qualify. All persons under 18 must show an Illinois driver education certificate to the driver examiner before they take their test for a drivers license.

If you are under 21 and unmarried, you cannot get a license without the written consent of your father, if he is available and has custody; otherwise your mother, your guardian or a responsible adult. As long as you remain

under 21, the person who gives his consent may make a written request to the Secretary of State to cancel your license.

If you are under 18, you are not allowed to drive during curfew hours unless you are accompanied and supervised by a parent, guardian or a responsible companion, approved by your parent or guardian, who is at least 21 years old. Illinois curfew hours are from 11 p.m. to 6 a.m., Sunday through Thursday, and from midnight to 6 a.m. Friday and Saturday.

A Drivers License is *not* Required for These People:

1. A nonresident who is at least 16 years old and who possesses a valid license from his home state or country may operate a motor vehicle in Illinois, but for not more than 90 days in any calendar year.

2. Service personnel of the Armed Forces who are legal residents of Illinois may drive for 45 days without any license at all following their return from outside the United States. This privilege does not apply to members of a serviceman's family, however.

3. A nonresident on active duty in the Armed Forces who has a valid license from his home state may drive in Illinois. This is also true for his wife and dependent children.

4. The expiration date of a drivers license which has been issued to a person on active duty with the Armed Forces outside of Illinois is deferred until forty-five days after his return to Illinois. The same consideration has also been extended to servicemens' wives and dependent children who are living with him while on active duty outside of Illinois.

5. An Illinois drivers license is not needed by an employee of the United States Government or any member of the Armed Forces while he is driving a motor vehicle owned by or leased to the United States Government, if the vehicle is being used for official business.

6. A nonresident student at a college or university in Illinois, and his wife and his children living with him may drive in Illinois if they have a valid license from their home state.

7. A person operating a road machine temporarily upon a highway, or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as a driver.

A new resident may, for the first 90 days of residence in Illinois, drive such motor vehicles as he was licensed to drive in his home state or country, but only when in possession of a currently valid license issued by his home state or country.

DRIVER LICENSE CLASSIFICATIONS

Illinois drivers licenses are classified according to the type and weight of vehicles which may be operated by the person to whom they are issued.

Class A Any motor vehicle, including trucksters (see definition), of 8,000 lbs. gross weight or less, except motorcycles and motor-driven cycles.

Class B Any motor vehicle of 16,000 lbs. gross weight or less, except motorcycles and motor-driven cycles.

Class C Any motor vehicle except tractor semi-trailers, tractor semi-trailer-trailer combinations, motorcycles and motor-driven cycles.

Class D Any motor vehicle except motorcycles and motor-driven cycles.

Illinois law also divides all types of motorcycle driver licenses (including scooters, motorbikes and minibikes) into two classifications, according to piston displacement. You must have a drivers license with the proper classification before you can legally operate these machines.

Class L Motor-driven cycles (less than 150 cc.). Minimum age 16 years.

Class M Motorcycles (150 cc. or more). Minimum age 18 years.

A single drivers license with a combination of classifications will be issued to those persons who wish to drive various types of vehicles and who are able to qualify by examination or otherwise. For example, Class B will permit the holder thereof to operate a passenger car as well as any vehicle weighing 16,000 lbs. gross or less, except a motorcycle or motor-driven cycle. Class AM will permit operation of motorcycles and all motor vehicles of 8,000 lbs. gross weight or less.

WHERE TO GET A LICENSE

You must go to an examination station for your first Illinois drivers license. A station is located in the county seat in most areas, and is listed in the phone book. In counties with large populations you will find more than one station.

LICENSE FEES

Driver license, and renewals	$8.00
Instruction permit	8.00
Duplicate or corrected license	3.00

NOTE: Once you have paid for an instruction permit, you will not be charged an additional fee for your first license when you become eligible. You must take your drivers examination within one year from date of application, however, and you have three chances to pass within that period of time.

CHAPTER 2 | RENEWING YOUR LICENSE

Your drivers license remains valid for up to 3 years unless it is revoked or cancelled before then. A longer period may apply for your first Illinois license. Approximately 30 days before your current license expires, you will receive in the mail a renewal application form which may include a notice to report to your local examination station for a drivers test. Drivers 69 years of age or older will be re-examined every 3 years as long as they continue to renew their license. Drivers under 69 will be re-examined at least every 9 years. A yellow renewal notice means that you will not have to take an examination. A white renewal notice means an examination is required.

If you failed to notify the Secretary of State of a change in name or address (as required by law), you may not receive a license renewal notice.

If for any reason you have not received a renewal notice within 30 days of the expiration date, you may either telephone or write the Drivers License Division, Secretary of State's Office, Springfield, Illinois or go to your local driver examination station to inquire.

CHAPTER 3
The Driver Examination:
WHAT YOU MUST KNOW

When you go for your driver examination, you will be given three tests:

1. A written examination on—
   —Highway signs, traffic signals and pavement markings
   —Traffic laws
   —Safety rules
   —Required motor vehicle equipment
2. Vision
3. Driving ability

WRITTEN EXAMINATION

The written part of the driver examination consists of questions on information in each of the following four chapters. They contain all you will need to know to pass. There are example questions at the end of each section to help you prepare for the test. A tip—as you study highway signs, cover the explanations opposite them and see if you really know what they mean.

Highway Signs, Traffic Signals and Pavement Markings

You will be asked to identify certain signs by their shape, color, or the symbol appearing on them. You will also have to explain the meaning of these and other signs, signals and pavement markings. All this information can be found in Chapter Four.

Traffic Laws

You will have to take a test on Illinois traffic laws. Chapter Five will tell you what you need to know.

Safety Rules

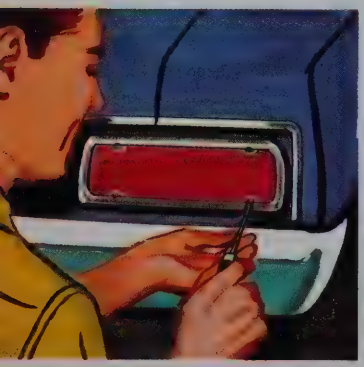
You will be tested on the basic rules for safe driving found in Chapter Six.

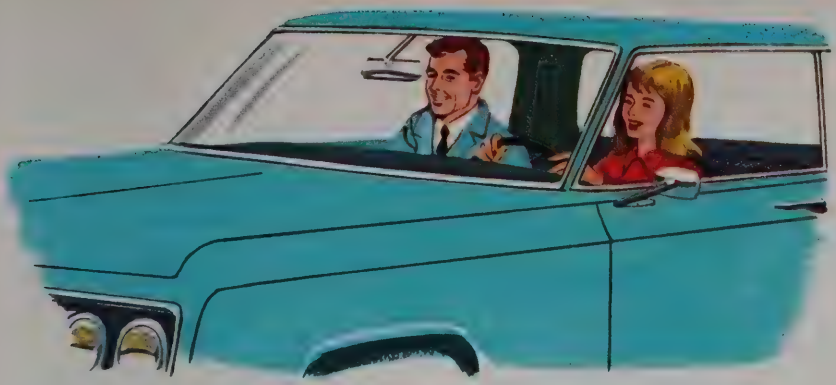
Required Motor Vehicle Equipment

You will have to know what equipment is required by law to be on the motor vehicle you will be driving. Consult Chapter Seven for this information.

VISION

Your eyesight will be examined to determine if you can see well enough to drive safely. If the test shows that you need glasses or contact lenses in order to meet the minimum visual standards, your license will allow you to drive only when you are wearing them. Minimum acceptable vision for an Illinois driver license is 20/40, with or without glasses.





DRIVING ABILITY

You will have to drive over a test route so the examiner can see if you have the ability to operate a motor vehicle safely. You will be graded on such things as starting, stopping, backing, turning, driving in the proper lane, and obeying signs and signals. If you violate a traffic law while taking the driving test, you will fail that test, no matter how well you do otherwise. *Important*—No one except the license examiner will be allowed to go with you while you are taking the driving test. If children come with you to the examination station, you must also bring someone to take care of them while you are being tested.

You must provide a vehicle for your driving test which is properly licensed and equipped and it must be acceptable for the classification of license for which you are applying. See Chapters One and Seven for this information. Written examinations and road tests are different for different types of vehicles. Unless you have a valid license or permit, your vehicle must be driven to the examination station by someone who has one.

OTHER INFORMATION

You will also have to answer a question that refers to your health. You will be asked if you are now or have ever been afflicted with any physical or mental disability or disease which could interfere with safe driving. If you have, you should see your physician before going to the examination station. If he decides that you are now well enough to drive safely, ask for a statement to give to the driver examiner. This will save you the trouble of making another trip to the station.

CHAPTER 4

The Driver Examination:

SIGNS, SIGNALS AND MARKINGS

Signs and signals are very important.

They tell you where you are and what to do. They provide information and regulate the flow of traffic. Without them, you could easily become lost, your chance of having an accident or serious injury would rise, and traffic jams would be so common that you would find it impractical to drive at all. It is extremely important to obey signs and signals, but to do so it is necessary to be able to recognize them and understand what they mean.

In an effort to help drivers recognize and react to signs more quickly, Illinois traffic experts have recently made certain sign changes required by the U.S. Department of Transportation. The new signs will communicate more with symbols and less with words, since research has shown that people react to symbols more quickly than to words. The signs will be color-coded to aid in recognition, and shape will also help identify them. Because the transition to the new symbol system will take two to three years, both the old and the new signs have been included in this book. As the new signs appear on highways, they will often include a smaller sign underneath explaining their meaning in words.

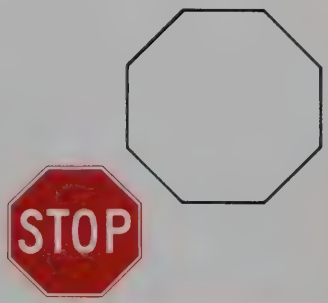
All drivers must obey official highway signs and traffic control signals, unless otherwise directed by a police officer. There are certain exceptions for police cars and authorized emergency vehicles.

HIGHWAY SIGNS

There are three official sign classifications . . . regulatory, warning and guide. There are seven basic shapes and eight basic colors used for these three classifications.

Shapes of Signs

Octagon (eight-sided) always means stop. When you come to it, you must make a complete stop at a marked stop line before entering the intersection. If there is no stop line, stop before entering the crosswalk on your side of the intersection. If there is no crosswalk, stop before entering the intersection at a point from which you can best see oncoming traffic. After stopping, you must not start again until you yield the right-of-way to pedestrians and closely approaching traffic, if the intersection is with a through highway. If it is a four-way stop, wait your turn. In either case, you must wait until a safe interval occurs.



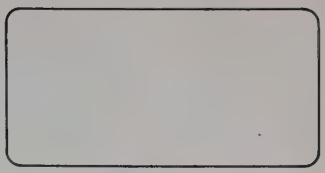
Triangle means yield. You must slow down to a speed that is reasonable for existing conditions and stop if necessary for safety. If you must stop, do so at a marked stop line or a crosswalk (as described under *stop sign* above). After slowing or stopping, you must yield the right-of-way to other vehicles in the intersection or approaching closely on another roadway.

Round means railroad crossing. It is posted from 400 to 700 ft. in front of the tracks in rural areas. This sign tells you to look, listen, and slow down, because you may have to stop. Roll down the car window—if the wind is in the wrong direction, you may not hear the train. If a train is approaching, STOP! Don't try to figure time and distance . . . you'll never have another chance if you figure incorrectly.

Diamond shape is used to warn of existing or possible hazards on roadways or adjacent areas. It is yellow or orange with black letters or symbols. Pay attention to them—they tell you what to expect up ahead.

Pentagon - School zone and school crossing signs.

Horizontal Rectangles are generally used for guide signs, which show location, direction or other special information.



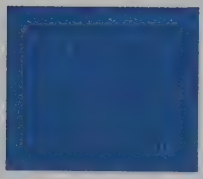
Vertical Rectangles are generally used for regulatory signs, which tell you what you must do.

Other shapes are reserved for special purposes. Examples are various shields for route markers and the two crossed panels used at railroad crossings.

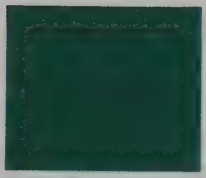
Colors of Signs Series

RED: Stop, yield, do not enter or wrong way.

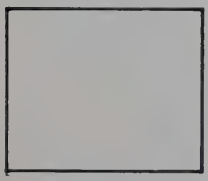
YELLOW: General warning.



BLUE: Motorist services guidance.



GREEN: Distance, direction and information.



WHITE: Regulatory.

BLACK: One-way and weigh stations.

ORANGE: Construction and maintenance warning.

BROWN: Public recreation areas and parks.

Regulatory Signs

Regulatory signs tell you what to do. You must obey them in the same manner as traffic laws. Examples already shown are the stop sign (octagon), yield sign (triangle) and railroad crossing sign (round sign). Following are more examples of regulatory signs and their meanings.

If you fail to observe this sign, you are putting your life, and the lives of your passengers, in danger. This extremely important sign is placed at the end of a one-way roadway or ramp leading off an expressway. You will see it only if you try to enter in the wrong direction.

This sign may be used in addition to the "Do Not Enter" sign above and is equally as important. It is posted on the exit ramp farther from the crossroad than the "Do Not Enter" sign, also facing traffic entering in the wrong direction. If you see either of these signs, *pull over and stop.* When traffic is clear and it is safe to do so, turn around and return to the road on which you were traveling.

Sometimes a sign is mounted just below a stop sign. There are four stop signs at this intersection and traffic from all directions must stop.

Stop at the line when you come to a stop sign or signal, if the stopping place is not located at the sign.

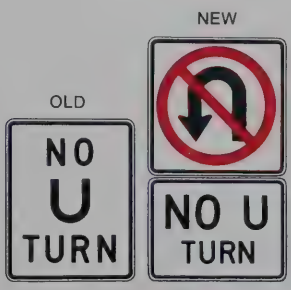
The beginning of a zone in which passing is not allowed.

The end of a no-passing zone. Warning . . . passing still is not allowed unless it is safe to do so.

You may go only in the direction of the arrow.

This sign is posted on one-way streets and on other roadways which you may not enter.

These signs prohibit certain kinds of turns. Two shown are examples of the new style of sign. A red circle with a red slash from upper left to lower right means NO. The picture within the circle shows what is prohibited.



OLD

NEW

Signs like these tell you where to drive when approaching such things as traffic islands, medians or obstructions in the center of the roadway. You must drive to the side indicated.

Used at intersectons where the signals may be complicated or confusing. It tells you to watch the traffic light which controls the road or lane on which *you* are traveling.

The larger sign gives you advance warning, the smaller sign tells what the limit is.

Signs like this always inform you of the maximum speed limit. This particular sign applies only to passenger cars, trucks of less than 4 tons and motorcycles.

This sign shows the maximum speed limit for passenger cars and minimum speed limit for all types of vehicles on expressways and limited access highways unless otherwise posted. Driving slower than the minimum limit is illegal except when necessary for safety.

Signs like these remind drivers of vehicles other than passenger cars of the legal speed limits.

Warning Signs

Warning signs alert you to conditions which lie immediately ahead, and tell you what to look for. There may be road hazards, changes in direction or some other situations which will require action on your part.

Indicates there is a crosswalk ahead, not necessarily at an intersection. Watch both sides of the street for pedestrians.

Signs like these give you advance warning of traffic controls ahead which may not yet be visible but which are close enough to require slowing down at this point. These signs are also used in high-speed areas because of the longer distance needed to slow down or stop.

OLD

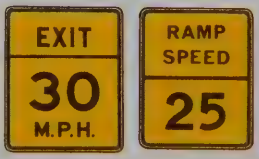
NEW

These signs alert drivers in advance of areas where animals and vehicles may be crossing.

This sign lets you know you are leaving a separated one-way roadway and will be driving on a two-way roadway.

Posted on multilane, divided highways before the point where traffic from a ramp enters the main roadway. It may also be posted on the ramp. Each driver approaching the sign must adjust his speed and position to avoid a collision.

You are approaching a short stretch of divided highway at an intersection. Be careful; use the correct lane.



These signs are found at expressway exits and entrance ramps. They show the maximum safe speed at which an automobile can be driven on the ramp.

Used on two-lane roads. It warns drivers that they are coming to an area where greater care must be used in meeting oncoming traffic.

Appears before any bridge having a roadway less than the width of the approach pavement or less than 18 feet wide.

This isn't an ordinary hill, so take heed. This sign is used to warn you of downgrades so long, so steep or with such sharp curves that special precautions need to be taken. Slow down before you start down.

All pavement is rather slippery when wet, but this sign warns of dangerous conditions. A slower rate of speed is advisable.

These signs are very important. They tell you that two lanes of traffic will soon merge into one. Watch carefully and be prepared either to change lanes or allow traffic to merge into your lane.

Signs like these are used before the beginning and end of a section of highway where traffic is separated by a center strip. Be careful as you near the point where two-way traffic begins again.

Don't miss this one! It means the expressway pavement ahead is unfinished and barricaded. You must slow down and leave the expressway.

These signs warn of intersections ahead where traffic may exist or where a turn to the right or left may be required. A sign naming the intersecting road may also be posted.

CROSSROAD

SIDE ROAD

"T" INTERSECTION

"Y" INTERSECTION

Signs like these are posted before turns and curves. The shape of the arrow tells you what to expect. There may also be a small sign underneath that tells the maximum safe speed for the curve or turn.

Construction and Maintenance Warning Signs

Warning signs for construction and maintenance projects are used to alert you to dangers ahead and give you enough time in which to adjust your speed accordingly.

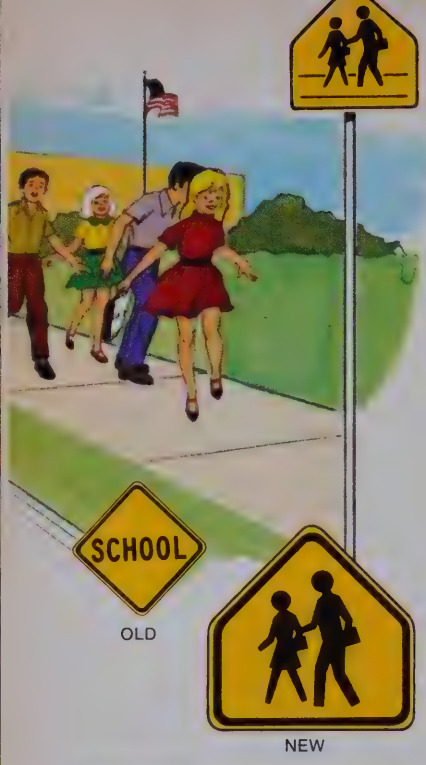
There is a flagman 500 ft. ahead directing traffic. Be ready to obey his instruction.

There is a detour 1000 ft. ahead. Slow down and get ready to turn off the pavement.

The right lane is closed ahead. If the left lane is clear, start to move into it.

Be alert for construction operations ahead. Slow down and drive cautiously.

Start slowing down now—don't wait until you get there.



OLD

NEW

School Signs

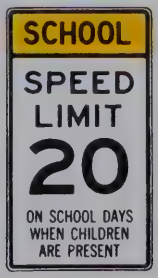
Signs which warn of school areas and crossings are extremely important. Small children are often unpredictable in their actions and difficult to see. Remember to stay alert.

Warns of school buildings or grounds next to the roadway, or established school crossings ahead.

OLD

NEW

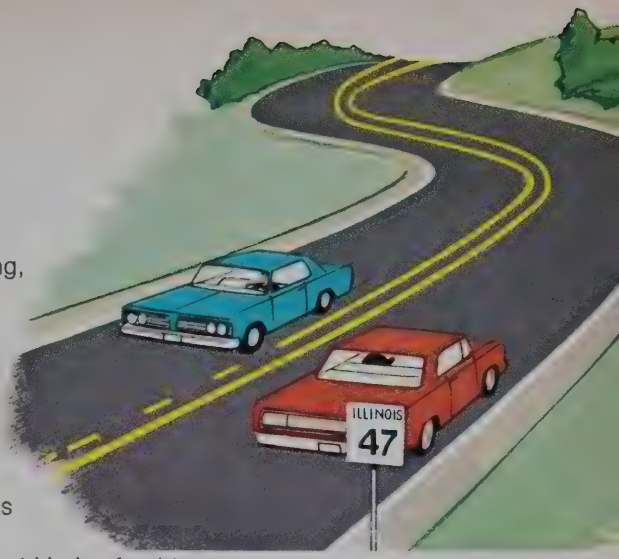
A school crossing is ahead. Slow down, watch carefully, and prepare to stop if necessary. Remember—schools may hold classes at different hours, and many school activities are held at night. This sign will also be used where there are school crossing signals.



This sign is used where a reduced speed zone for a school area has been established. The speed limit applies only on school days when children are present.

Guide Signs

Guide signs are your best friends when you are driving, especially if you are away from home. They tell you where you are, what road you are on, and how to get to where you wish to go. Many guide signs are rectangular, but some have other shapes, as shown on page 32.



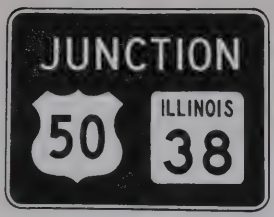
There are several different kinds of guide signs—route markers, information signs, destination, distance and location signs, and service signs. Here are some examples:

Route Markers are used alone or in combination with smaller signs above or below to direct you along the road you wish to take. Different routes have different markers . . . state routes are identified by signs like this.

Route marker for U.S. highways other than freeways. The route number remains the same through more than one state.

This group of signs tells you where to turn right to go north on Rt. 47.

This combination means you are approaching an intersection or junction with a marked route.



You are approaching the intersection of your route with U.S. Rt. 50 and Illinois Rt. 38. Watch for other signs directing you to the road which you wish to take.

This group of signs indicates your route will turn to the right a short distance ahead.

You will follow a sign grouping like this in order to reach a certain route.

These signs are different in shape, but they are still guide signs.

Guide sign for a county road.

A route marker, found on interstate freeways.

Information Signs

Information signs provide the necessary guidance to keep you from making dangerous mistakes.

There is an added lane, and you must get into it if you wish to turn.

The signal light by this sign is for the regulation of right turns only.

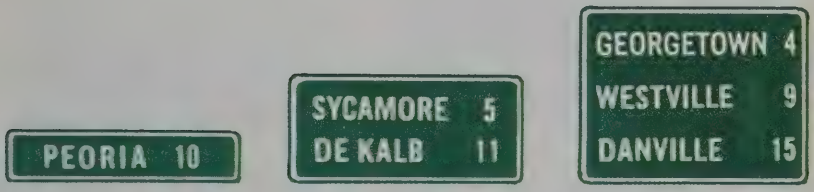
The street on which you are traveling has no outlet.

Park and Recreation Area Signs

Signs like these guide you to recreation areas and parks. The arrow tells you on which side of the road you will find them.

Destination, Distance and Location Signs

Used at intersections with secondary roads, signs like this name the closest town and tell the distance.



Signs like this are used on main highways, just beyond intersections and city limits. They inform drivers of distances to other points.

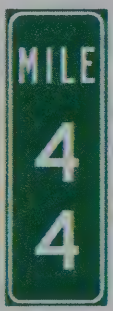
These signs are found in front of intersections. They show which direction to go to reach your destination.

Signs like this show you exactly what the next interchange includes.

This sign is used to mark an officially designated bicycle trail. Watch for cyclists if you are on this road.

Look for this sign when you want to park. It points to a nearby public parking area.

The numbers on these signs designate specific exits. Exit numbers correspond with milepost numbers.

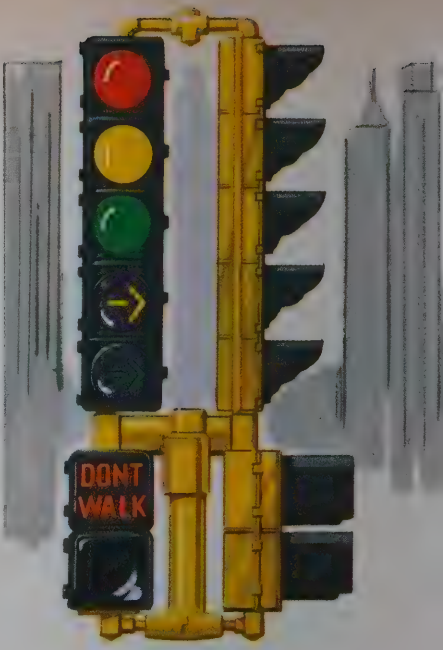


Mileposts are placed each mile along the edge of the roadway from one end of the state to the other. Zero always starts at the south and west borders, or where the route begins. Mileposts are helpful in determining the distances to exits, cities, or the state line. By using the milepost number and the exit number, you may figure out how far you are from the exit you wish to use.

Service Signs

These helpful signs give advance notice of services or facilities along the highway. Here are some examples . . . the first one points to a telephone.

TRAFFIC CONTROL SIGNALS



The red light requires a stop at the marked stop line. If there is no marked stop line, stop before entering the crosswalk on the near side of the intersection. If there is no crosswalk, stop before entering the intersection. Wait until the signal changes to green before you proceed.

The yellow light warns that the signal is changing from green to red. When the red light appears, you are prohibited from entering the intersection.

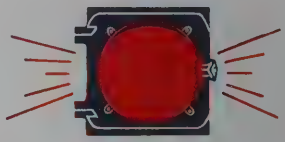
The green light means you may proceed if it is safe to do so. You may go straight ahead or you may turn right or left unless a sign or a traffic policeman prohibits such a turn. You must first, however, yield the right-of-way to pedestrians and vehicles that are still within the intersection.

This means you may go straight ahead only, but you must first yield the right-of-way to vehicles and pedestrians within the intersection.

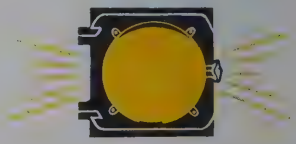
This means you may make a turn in the direction of the arrow, if you are in the proper lane for such a turn, after yielding the right-of-way to vehicles and pedestrians within the intersection.

A yellow arrow may appear after a green arrow. It means the same thing as the yellow light but applies only to the lane indicated by the green arrow.

Flashing Signals



A flashing red light means the same thing as a stop sign. It is used at dangerous intersections or at places where a stop sign alone might be difficult to see. A stop sign will also be posted.



A flashing yellow light means you may proceed only with caution. It is used at dangerous intersections or locations.

Lane Signals

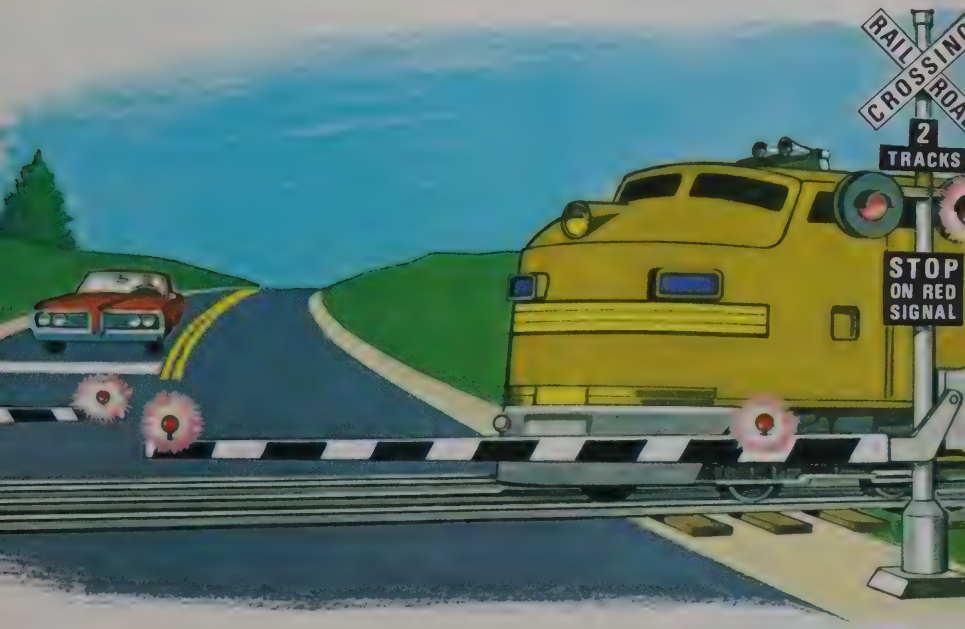
Lane signals are sometimes used on freeways and expressways. They appear as single units over each lane of the roadway, and are most often used when the direction of the flow of traffic changes during different hours of the day.

You must never drive in a lane under this signal, regardless of any other signs or signals.

This signal means that your lane signal is going to change to red. Prepare to leave the lane safely before the red X appears.

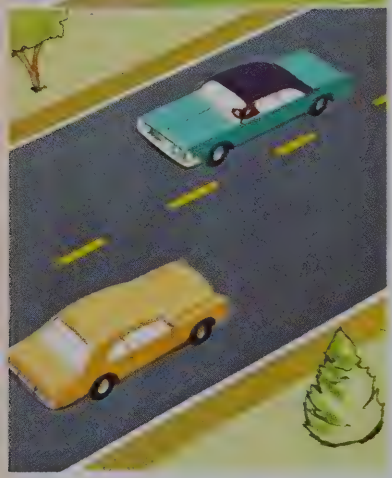
You may drive in lanes underneath this signal, but you must also obey all other signs and signals.

Flashing red lights are used at railroad crossings to warn of the approach of a train. When the lights begin to flash, STOP. Never try to beat the train.



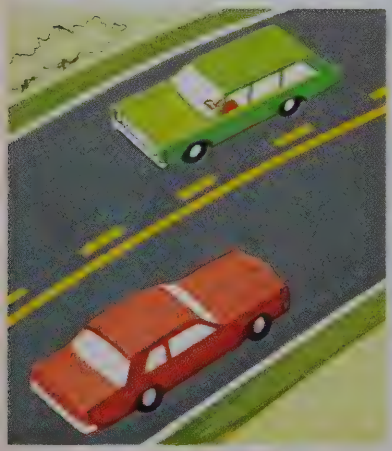
PAVEMENT MARKINGS

Pavement markings, like highway signs, are used to warn and direct drivers and to regulate traffic. As with highway signs, pavement markings are also being changed to meet U.S. Department of Transportation requirements. As old markings wear out, they will be repainted as described below.



YELLOW CENTER LINES are used to separate traffic moving in opposite directions on paved roadways.

Broken yellow lines are used when there are only two lanes. When there are four or more lanes with traffic moving in opposite directions, two solid yellow lines mark the center of the roadway. You may cross these lines *only* to make a left turn into or from an alley, private road or driveway.



"NO PASSING" LINES are the single solid yellow lines used on two-lane pavements to indicate zones where passing is prohibited. You may cross the line *only* to finish passing a vehicle you started to pass before the beginning of the no-passing zone, or to make a left turn into or from an alley, private road or driveway.

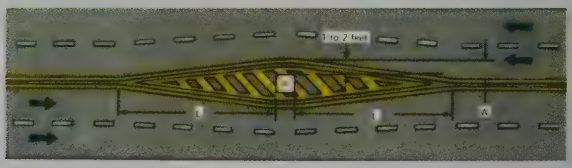
EDGELINES are the solid white lines along the side of the pavement. They serve as a safety guide, especially at night when it is difficult to see the edge of the road. A yellow edge line may be used on the left side to warn of narrow or raised medians.

LANE LINES are the white dashes which divide streets and highways having more than one lane for traffic moving in the same direction. You are required to drive between these lines except when changing lanes or turning.

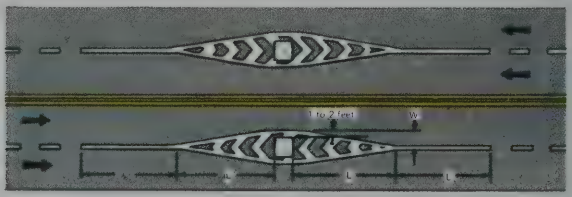
STOP LINES are white lines painted across the pavement at intersections indicating the exact place at which to stop. In urban areas the line is usually located about four feet before the crosswalk. Drivers must stop at the stop line, when present, not at the stop sign or traffic control signal.

CROSSWALK LINES are painted across or partially across the pavement. When pedestrians are in these crosswalks, they have the right-of-way over motor vehicles. Crosswalks are sometimes in the middle of the block in residential areas, and in this case, a pedestrian crossing sign is located at the white lines.

RAILROAD CROSSING MARKINGS. In front of railroad crossings, the pavement is marked with a large white X and two R's. A yellow line extends the entire distance to prevent passing, and a white stop line is painted on each side of the track.



OTHER MARKINGS. Yellow diagonal stripes are used to mark fixed obstructions. The above diagram illustrates an obstruction in the center of a four-lane road with traffic in both directions. Sometimes solid white lines are used to channel traffic around the hazard.



This diagram shows traffic passing in the same direction on both sides of an obstruction. White stripes are used to separate the lanes.

STUDY QUESTIONS

Here are questions to help you study the chapter on Signs, Signals and Markings. Turn to the page indicated for information which will give you the answer. Some of these questions will appear on the written test when you take your drivers examination.

1. To drive safely you must be able to recognize certain types of signs by their shape and color. What do these mean?

Red octagon—8 sides (19)	Red round (22)
Yellow triangle—3 sides (20)	Yellow diamond—4 sides (20)
Red triangle—3 sides (20)	Orange diamond—4 sides (29)
Yellow round (20)	Pentagon—5 sides (20)

2. You must also be able to recognize and understand the different types of warning signs by the markings or pictures. Do you know what these mean?

(28)

(25)

(28)

(27)

3. When the traffic control signal light turns red, where must you stop? (36)
4. What does the yellow signal light mean? (36)
5. After the green light comes on, when may you go ahead and what must you do first? (36)
6. What does a flashing red light mean? (36)
7. What does the flashing yellow light tell you to do? (36)
8. What is a broken yellow line (dashes) used for on the pavement? (38) A double solid yellow line? (38) A broken white line? (39)
9. When roadways with four or more lanes are marked in the center with a double yellow line, are you permitted to cross these lines? If so, when? (38)
10. What is a stop line and what is it used for? (39)

CHAPTER 5 | TRAFFIC LAWS

The Driver Examination:

Traffic Laws Apply to Everyone

Traffic laws are the rules of the game . . . if you don't play fair, you'll be penalized, disqualified or thrown out. It is especially important to remember, however, that traffic laws exist for your own protection. If you disobey them, you run the risk of killing or injuring yourself or someone else. To obey the laws you must first know and understand them.

Traffic laws are necessary to provide for:

1. The orderly movement of vehicles and pedestrians.
2. The prevention of accidents.

Traffic laws apply to everyone, including pedestrians, and people riding bicycles or animals, or driving animal-drawn vehicles.

Here are three general laws you should know. Laws governing specific situations will follow.

1. It is a misdemeanor for any person to disregard a traffic law or fail to do something required by it.
2. Everyone must obey the orders of a police officer who is directing traffic. Any driver who tries to get away from an officer after having been directed to stop may, upon conviction, be put in jail or fined.
3. It is against the law to try to avoid a traffic signal or sign by leaving the roadway and traveling across private property.

RIGHT-OF-WAY

Who has the right-of-way? This question always arises when two or more drivers try to occupy the same place at the same time. A collision can be the result.

"Right-of-way," according to Illinois law, means "The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other."

Sometimes right-of-way is clearly established by a yield sign. However, most intersections do not have yield signs and the right-of-way is governed by the traffic laws listed below.

IN CROSSWALKS

TURNING CORNERS

CLEARING CROSSWALKS

It must be understood, however, that in *every* situation the right-of-way is something which is to be given, not taken. If the other driver is not following the rules, let him have the right-of-way, even if it really belongs to you; otherwise you will be gambling with the lives of yourself and your passengers.

Here are the laws which govern right-of-way:

DRIVER ON THE LEFT MUST YIELD

FOUR-WAY STOP.
FIRST STOP, FIRST GO

Drivers Must Yield To Pedestrians:

1. When they are in a marked or unmarked crosswalk, if there are no traffic control signals (walk lights or stop-and-go lights). Slow down or stop, if necessary.
2. When making a left or right turn at any intersection.
3. At stop signs, after coming to a complete stop and before proceeding.
4. At traffic signals even when the light is green if pedestrians are still in the crosswalk; and also when pedestrians are walking with a green light or a "walk" signal.
5. When entering a street or highway from an alley, driveway or private road. You must stop before crossing the sidewalk or sidewalk area.
6. You must *always* come to a complete stop when approaching a blind person who is crossing a street or highway if he is carrying a white cane or being guided by a dog. This is true regardless of any traffic control signs or signals which may be in operation. After stopping, you must still take precautions before proceeding to avoid injuring the blind person.

Drivers Must Yield To Other Drivers:

1. At intersections where there is a stop sign. You must stop at the marked stop line or, if none, before entering the crosswalk. If there is no stop line or crosswalk, stop before entering the intersection at a point nearest the other road from which you can observe approaching traffic. You may then proceed, but only after yielding the right-of-way to any other vehicle in the in-

tersection or so close to entering it as to make it dangerous.

2. If there are no stop signs, yield signs or traffic signals, the driver of the vehicle on the left must yield to the driver of the vehicle on the right if they approach or enter the intersection from different roadways at about the same time.
3. If it is a four-way stop intersection, and more than one driver reaches

it at almost the same time, the first one to stop should be the first to go—if safe to do so—and the others should take their turns. There are three other things to remember:

   a. Don't delay traffic behind you —take your turn when it comes up.
   b. If another driver tries to take your turn, let him proceed. It might prevent an accident.
   c. Due care, courtesy and common sense should govern your actions.

4. When making a left turn at an intersection, alley or driveway, you must first yield the right-of-way to traffic from the opposite direction. You may proceed when a safe interval occurs. If in an intersection with a traffic control signal, you may finish your turn even though the light has changed to red. If not yet in the intersection when the light changes to red, you must wait for the next green light.

5. When approaching a YIELD sign, slow down to a speed reasonable for existing conditions. If it is necessary to stop for the purpose of safety, follow the procedure outlined for stop signs. If after passing a yield sign you are in a collision at an intersection or interfere with the movement of traffic, this will be considered evidence of your failure to yield the right-of-way.
6. When approaching a sign that says MERGING TRAFFIC you must adjust your speed and position to avoid a collision with other vehicles.

WAIT UNTIL TRAFFIC CLEARS INTERSECTION

DRIVER IN ALLEY MUST YIELD

7. At intersections, even after getting a green light, in that they must *not* proceed until all cross traffic has safely cleared the intersection.
8. If you are about to enter or cross a highway from an alley, private road or driveway, you must yield the right-of-way to all other vehicles approaching on the street or highway to be entered.
9. You must yield the right-of-way to police vehicles which are using sirens or lights, and to authorized emergency vehicles which are using both sirens and lights. You must pull over to the right-hand edge of the highway and stop, if possible, until the emergency vehicle has passed. Intersections must not be blocked.
10. You must give vehicles in a funeral procession the right-of-way when their headlights are lighted. The driver of the leading vehicle must obey stop signs and traffic-control lights, but when the leading vehicle has crossed the intersection, all other vehicles in the procession may follow cautiously, without stopping. A driver not in a funeral procession may overtake and pass a procession if he can do so without causing a hazard or interfering.

NOTE: If a policeman directs otherwise, the right-of-way laws do not apply and drivers must do as the officer tells them.

Sometimes Pedestrians Must Yield:

1. Pedestrians must obey traffic signals and walk lights, and they must use the right half of the crosswalk when practical. When the steady yellow signal appears pedestrians are not allowed to cross the street, unless otherwise directed by a pedestrian-control signal.
2. Pedestrians who cross at any place other than a marked crosswalk or unmarked crosswalk at an inter-

section must yield the right-of-way to all vehicles on the roadway.

3. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided must yield the right-of-way to all vehicles upon the roadway.
4. Pedestrians are prohibited from walking on a roadway if there is a sidewalk next to it. If there is no sidewalk, they must walk on the left side of the pavement or shoulder; and they must step off the pavement when a vehicle approaches.
5. Pedestrians are prohibited from standing on any part of the roadway to ask for a ride from the driver of a vehicle.
6. Pedestrians are prohibited from standing on or next to a roadway to solicit employment, business or contributions from the occupant of any vehicle, except in a business or residential area.
7. Pedestrians are not allowed to stand on or next to a roadway to solicit the watching or guarding of any vehicle while parked or about to be parked.
8. It is unlawful for any pedestrian who is under the influence of intoxicating liquor to be upon any highway in Illinois.

NOTE: In spite of these provisions, the law still requires you as a driver to be careful and to take proper precautions to avoid hitting anyone on a street or roadway. Special care must be taken when nearing a child, an elderly person or someone who is obviously confused or disabled.

DON'T START TO CROSS ON YELLOW LIGHT

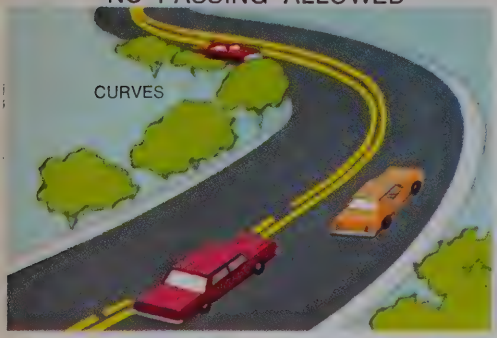
PEDESTRIANS MUST YIELD

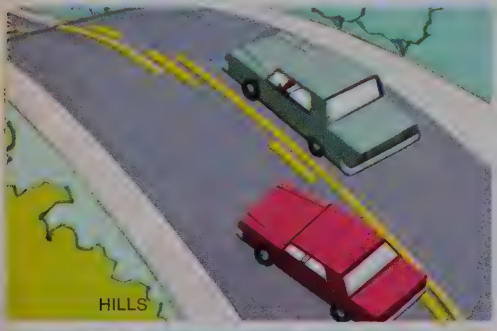
PASSING AND LANE USAGE

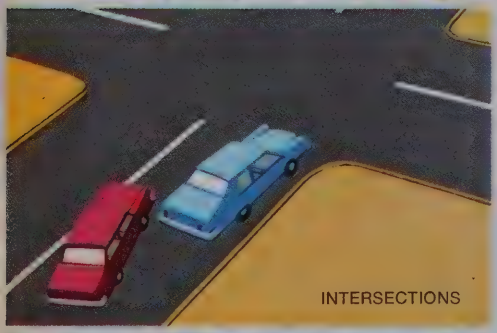
Passing is prohibited on a two-lane, two-way roadway . . .

1. In an area marked for no passing by a solid yellow line or a "Do Not Pass" sign.
2. On a hill or curve where it is not possible to see oncoming vehicles which might be close enough to be a hazard.
3. Within 100 ft. of an intersection or railroad crossing.

NO PASSING ALLOWED







Passing on a two-lane roadway is also prohibited unless the left lane is clearly visible and free of oncoming traffic for a sufficient distance to permit passing without interfering with the safe operation of any other vehicle. You must return to your lane before you get within 200 ft. of an approaching vehicle.

The driver of a vehicle which is being passed must allow you to pass when you sound your horn, and must not increase speed until you have completely passed him.

You are prohibited from passing a vehicle which has stopped at a crosswalk or intersection to permit a pedestrian to cross.

Driving off the pavement or the main traveled part of the roadway is prohibited when overtaking and passing another vehicle on the left.

You may pass on the right, if conditions permit such movement in safety . . .

1. On a two-lane roadway when you have enough room and when the vehicle you are overtaking is making or is about to make a left turn.
2. When you are on a one-way street, or a roadway with two or more unobstructed lanes in each direction.
3. At intersections where the pavement has been widened for this purpose.

You may never pass on the shoulder of the road.

You must always drive on the right half of the roadway *except:*

- When overtaking and passing another vehicle proceeding in the same direction;

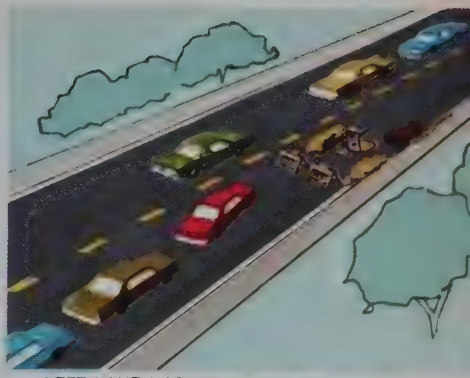
- When an obstruction makes it necessary to drive to the left of the center line, but only after yielding the right-of-way to all other vehicles traveling in their proper lanes on the unobstructed part of the highway.
- Upon a roadway divided into three marked lanes for traffic.
- Upon a roadway restricted to one-way traffic.
- Upon a multilane, two-way highway you must never drive to the left of the center line except when authorized to do so by traffic control signs or signals or when making a left turn into an alley, private road or driveway.

Slow Vehicles When there are two or more lanes for traffic in the same direction, slower vehicles must use the right-hand lane except when passing or making a left turn. This means any vehicle moving slower than the normal, average traffic speed at that particular time and place.

Weaving It is unlawful to weave from one lane to another in order to move faster than the traffic flow. Drivers must stay within a single lane as much as practical and may change lanes only when it is safe to do so.

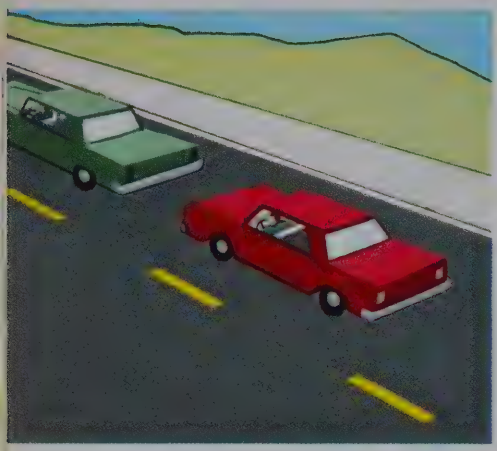
One-Way Under no circumstances may a vehicle be driven contrary to the direction posted on a one-way street or highway, except authorized emergency vehicles and police vehicles when it is necessary to do so.

Median Strip It is unlawful to drive across a dividing section, barrier or unpaved strip which separates two roadways, except at an authorized opening or crossover.



LEFT LANE HAS RIGHT OF WAY

SLOW VEHICLES MUST USE RIGHT LANE



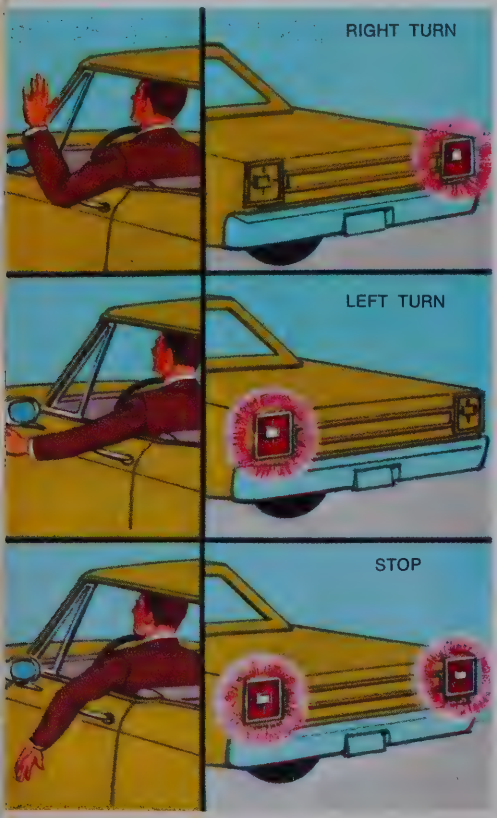
TOO CLOSE!

Following Too Closely Most rear end collisions are caused by following too closely. You must consider the speed of the traffic and the condition of the highway, and allow enough space for you to stop safely if necessary.

Trucks, Buses and Vehicles Pulling Trailers must stay at least 300 ft. behind other vehicles of the same kind, except when passing, when traveling outside of a business or residence district.

Caravans or Motorcades, except funeral processions, must allow enough space between units to permit other vehicles to enter safely.

Controlled-Access Roadways You are prohibited from entering or leaving any controlled-access roadway except at authorized entrance or exit roads. Certain types of vehicles may be prohibited on controlled-access roadways if signs are posted to this effect. It is unlawful for drivers to disobey such signs.



TURNS AND SIGNALS

Turning movements by motor vehicles are regulated by law and failure to observe or comply is a violation. Drivers must know and understand the law in order to turn safely and avoid accidents.

Turn Signals Turn signals must be given whenever a turn is made to the right or left. In a business or residential district you must give a continuous turn signal for at least 100 ft. before turning, and in other areas the signal must be given at least 200 ft. in advance.

Drivers of passenger cars may signal in two different ways:

1. Electrical turn signals—flash the right turn signal for a right turn and the left turn signal for a left turn.
2. Hand and arm—see illustrations.

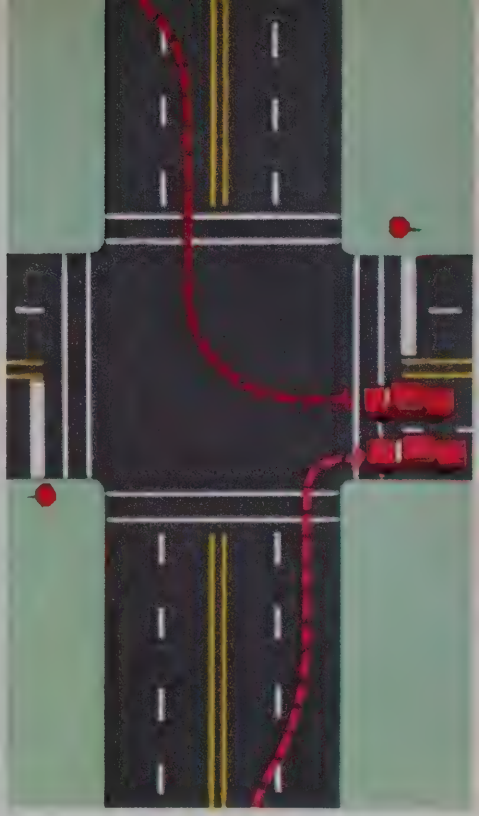
Right Turns Give a right turn signal at the proper time and approach the intersection in the right-hand lane, staying close to the curb. Make the turn in such a way as to end up in the right-hand lane of the street into which you turned. Do not make a wide swing into another lane of traffic. The only exception to this rule applies to vehicles of such length and size that such sharp turns are impossible, in which case they may make a wider turn. Car drivers should anticipate that trucks and buses may use the left-hand lane to turn right.

Left Turns Move into the farthest lane to the left which is open to traffic going in your direction. Give the left turn signal, move into the intersection and yield the right-of-way to all vehicles which are approaching from the opposite direction. After yielding, and when safe to do so, you may proceed with your turn. This must be made into a lane in which traffic moves in the same direction as you are when leaving the intersection.

No U Turns You must not turn around on curves and hills unless you can see for at least 500 ft. in each direction. U-turns may also be prohibited in local areas by city ordinance, and there may be no signs to warn you.

OTHER SIGNALS

Changing Lanes When moving from the right-hand lane to the left-hand lane, give the left turn signal. When moving from the left-hand lane to the right-hand lane, give the right turn signal.



Parked Or Disabled Vehicles The flashing of a single turn signal on a parked or disabled vehicle is not allowed. Both turn signals may be flashed at the same time, however, to indicate a possible hazard on the highway.

Illegal Signals It is against the law to flash turn signals as a courtesy or "do-pass" signal to other drivers in the rear.

Stopping When stopping, or slowing down suddenly, the proper hand and arm or brake-operated stop signal must be given if there is another vehicle close to the rear.

SPEED

Speed is a major factor in many motor vehicle accidents. Although excess speed itself may not be the primary cause, when it is combined with other violations, mechanical failure or errors in judgment, it becomes the added ingredient which often brings about disaster.

Illinois law provides for absolute maximum speed limits, and in some cases, minimum speed limits as well. When minimum limits are not posted, drivers still may not drive so slowly that they interfere with the normal movement of traffic.

You may drive at maximum allowable speed only under safe conditions. Regardless of the limits which may be posted, the law also provides that no person shall drive at a speed which is greater than is reasonable and proper with regard to traffic conditions and the use of the highway, or which endangers the safety of any person or property.

Speed must also be decreased, if necessary for safety, when:

1. Approaching and crossing an intersection.
2. Approaching and going around a curve.
3. Approaching the top of a hill.
4. Traveling upon a narrow or winding roadway.
5. Hazards exist due to pedestrians, traffic, weather or road conditions.
6. It is necessary for the purpose of avoiding a collision with pedestrians or other vehicles.

Legal Speed Limits

ALL VEHICLES:

Urban areas	30 mph (unless otherwise posted)
School zones	20 mph (on school days when children are present and when posted)
In alleys	15 mph

CARS & MOTORCYCLES:

Expressways and limited-access highways
70 maximum
(unless otherwise posted)
Minimum as posted.

On rural highways 65 mph
(unless otherwise posted)

Reduced speed zones
As posted

ONE VEHICLE TOWING ANOTHER: 55 mph

BUSES:

On multiple-lane divided highways 65 mph
On all other highways 60 mph

TRUCKS

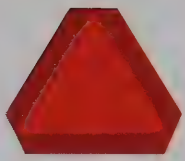
Over 4 tons 50 mph

RECREATIONAL VEHICLES: 55 mph

BUSES & TRUCKS
Under 4 tons 65 mph

Slow Moving Vehicles

Caution . . . a vehicle displaying this emblem is moving less than 25 miles per hour. Farm vehicles and road tractors must display a red flag or a flashing amber light when traveling less than 20 miles per hour on a highway.



DRINKING, DRAG RACING AND RECKLESS DRIVING

Driving while intoxicated is prohibited. Any person who is under the influence of intoxicating liquor, or any other drug which makes him unable to drive safely must not drive any kind of vehicle or be in physical control of any vehicle. Penalties are severe—fines up to $1,000, jail sentences up to one year and mandatory revocation of driving privileges. "Under the influence of intoxicating liquor" means having 0.10% or more of alcohol by weight in the blood.

Transporting, carrying, possessing or having any alcoholic liquor within the passenger area of a motor vehicle, except in the original package and with the seal unbroken, is prohibited. The penalty is a fine of not less than $25 nor more than $50.

Drag racing is when 2 or more people compete or race on any street or highway, when one of the motor vehicles is beside or to the rear of that of a competing driver, and one driver tries to prevent the passing or overtaking of the competing driver by acceleration or maneuver, or when one or more people compete in a race against time.

Penalties range from 5 to 90 days imprisonment and a fine of $50 to $500, or both, for the first offense. The penalties are doubled on second and subsequent convictions. Revocation of driving privileges will also result.

Reckless driving is defined as driving with "willful or wanton disregard for the safety of persons and property." The maximum penalty upon first conviction is imprisonment for 90 days and a $500 fine. Three violations within 12 months will result in driver license revocation.

SPECIAL STOPS

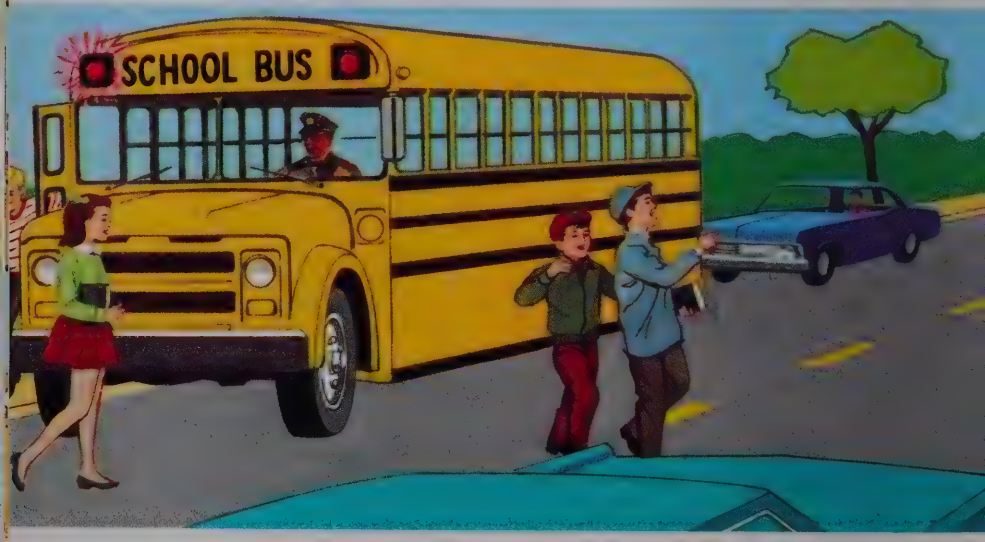
School Buses You must *always* stop before reaching a school bus which has stopped to load or unload passengers. Warning will be given at least 100 ft. in advance (200 ft. in rural areas) by the flashing red lights on the front and rear of the bus.

You must stop when overtaking or meeting a stopped school bus *from either direction,* except where highways are separated in the center by median strips. It is not necessary to stop for a school bus on a controlled-access highway if the bus is in a loading zone at a place where pedestrians are not permitted to cross.

After stopping, you may proceed if the bus driver signals you to do so or if the flashing lights are turned off.

Railroad Crossings You must always stop within 50 to 15 ft. of the nearest rail when:

1. The signal is flashing.
2. The crossing gate is lowered.
3. A flagman is giving a signal.
4. A train is approaching so closely as to create an immediate hazard.
5. A train gives a warning signal and is an immediate hazard due to its speed or nearness to the crossing.
6. A stop sign is posted.



After stopping, remain standing until all tracks have been cleared and it is safe to proceed.

Alleys and Driveways

Drivers moving out of an alley, building, private road or driveway within an urban area must stop before entering the sidewalk area. If there is no sidewalk area, they must stop at a point nearest the street or highway where they have a view of approaching traffic. After stopping, drivers must yield the right-of-way to pedestrians and other vehicles.

STOPPING, STANDING AND PARKING

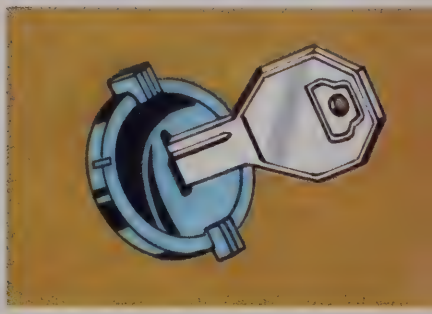
Traffic laws also regulate the stopping, standing and parking of vehicles. After you park, you must stop the engine and remove the ignition key.

If you park on a hill, you must turn the front wheels to the curb if you are heading downhill or away from it if you are heading uphill. Then you must set the emergency or parking brake.

When parking on streets with two-way traffic, unless angle parking is permitted by local ordinance, you must stop in a position in which the right-hand wheels are parallel to and within 12 inches of the curb. On a one-way street or roadway, vehicles must be parked in the direction in which traffic is moving, within 12 inches of the right or left curb.

Stopping, standing or parking is prohibited (except to avoid other traffic or to obey the law, a police officer or an official traffic control device):

1. On the street side of any parked vehicle;
2. On a sidewalk;
3. Within an intersection;
4. On a crosswalk;
5. Between a safety zone and the adjacent curb;
6. Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
7. Upon a bridge or overpass, or within a tunnel, underpass or subway;



8. On any railroad tracks;
9. At any place marked by a no-parking sign.

Standing or parking a vehicle, whether occupied or not (except momentarily to pick up or drop off passengers) is prohibited:

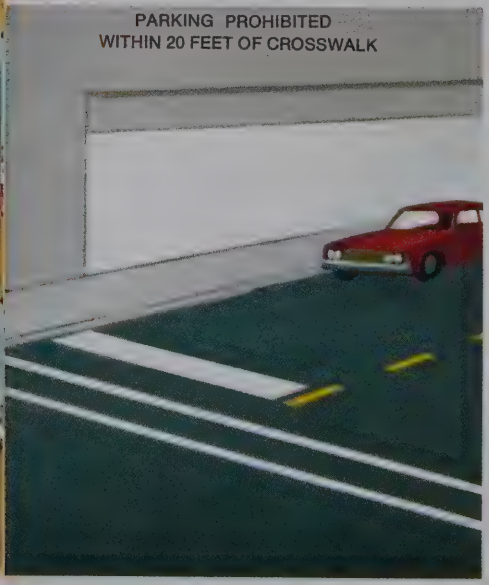
1. In front of a public or private driveway;
2. Within 15 ft. of a fire hydrant;
3. Within 20 ft. of a crosswalk at an intersection;
4. Within 30 ft. of a stop sign, yield sign or traffic control signal:
5. Within 20 ft. of a fire station driveway;
6. At any place where official signs prohibit standing.

Parking a vehicle, whether occupied or not (except temporarily to load or unload merchandise or passengers) is prohibited:

1. Within 50 feet of the nearest rail of a railroad crossing;
2. At any place where official signs prohibit parking.

You may not stop, park or leave standing any vehicle, attended or not, upon the paved or mainly traveled part of a highway outside of business or residential districts when it is practical to stop, park or leave such vehicle off the roadway. If it is impossible to pull off the roadway, you may stop or park if there is a clear view for a distance of 200 ft. in each direction, and if there is enough space for other vehicles to pass. Do not stop on the roadway in a curve or on a hill.

A vehicle which has been left unattended outside the limits of a city, village or town for more than 24 hours may be removed by a police officer to a place of safety, at the expense of the owner. Disabled, abandoned or



unattended vehicles may be removed at any time if they are obstructing traffic.

Between sunset and sunrise parked vehicles must display lights in front and rear, unless they are within an urban district where lights are not required. Lighted headlights on parked vehicles must be dimmed.

OTHER LAWS

Backing up is prohibited upon any controlled-access highway. It is also prohibited at any other place unless it can be done safely and without interfering with other vehicles.

Riding in a house trailer is prohibited while it is being moved upon a street or highway.

Opening the doors of a vehicle is prohibited on the side on which traffic is moving, unless it is safe to do so and unless it can be done without interfering with the movement of other traffic.

Driving on sidewalks is prohibited except upon a driveway, or for the purpose of pickup, delivery, maintenance or emergency service.

If a vehicle is overloaded with passengers or freight, so as to obstruct the view of the driver or interfere with the mechanical operation, it cannot legally be driven. Passengers must not ride in a position that interferes with the driver's view or his control of the vehicle.

Pushing another vehicle is prohibited outside an urban area, except in an extreme emergency and then not farther than is reasonably necessary to remove it from the roadway or from the immediate hazard that exists.

STUDY QUESTIONS

Here are questions to help you study the chapter on Traffic Laws. Turn to the page indicated for information which will give you the answer. Some of these questions will appear on the written test when you take your drivers examination.

1. What is the speed limit:

   ___On city streets? (52)

   ___For passenger cars on rural highways? (52)

   ___For a camper or house car? (52)

   ___For a car or truck pulling a trailer? (52)

   ___For a pickup truck weighing less than 8,000 lbs.? (52)

2. When and where must you slow down below the legal limit, if necessary for safety? (52)

3. If the speed limit is 65 and you are driving 50, could you be breaking the law? (52)

4. Could you be breaking the speed law if you are driving too slowly? (52)

5. If there are no traffic control signals at an intersection, do pedestrians have the right-of-way within:

   A marked crosswalk?

   An unmarked crosswalk? (44)

6. When turning at intersections does a driver have the right-of-way over pedestrians? (44)

7. When you come to a stop sign, exactly where must you stop and what must you do before proceeding? (44)

8. If there are no stop signs or traffic control signals at an intersection and two cars arrive at about the same, which driver has the right-of-way:

   The one on the left?

   The one on the right? (45)

9. What must you always do when you approach a YIELD sign? (45)

10. What must you do when you come to a merging traffic sign? (45)

11. When the traffic control signal light turns green are you required by law to wait until all cross traffic has cleared the intersection? (46)

12. When is passing prohibited? (47, 48)

13. What should a driver do if he is *in an intersection* waiting to make a left turn and the traffic signal light turns red? (45)

14. When there is more than one lane of traffic in the same direction, which cars are required to use the right-hand lane? (49)

15. At what distance must you start using your turn signal before making a turn:

    In a business or residence district? . . . In other areas? (50)

16. Does the law require a turn signal before changing lanes? (51)

17. What does the law require you to do when making a left turn? (51)

18. Is it necessary to stop for a stopped school bus which is facing in your direction? (54)

19. What must you do when driving out of an alley, private road or driveway? (55)

20. When are you permitted to open car doors on the side on which traffic is moving? (57)

21. Is it against the law to pass the car ahead of you if it has stopped at a crosswalk for a person who is walking across the street? (48)

22. When must you slow down for a school zone? (52)

23. Which driver has the right-of-way at a four-way stop intersection when four cars arrive at about the same time? (45)

24. If the right half of the roadway is closed by a barrier or obstruction, when is it permissible to drive to the left of the center line? (49)

CHAPTER 6 | SAFETY RULES

The Driver Examination:

THE DRIVER EXAMINATION

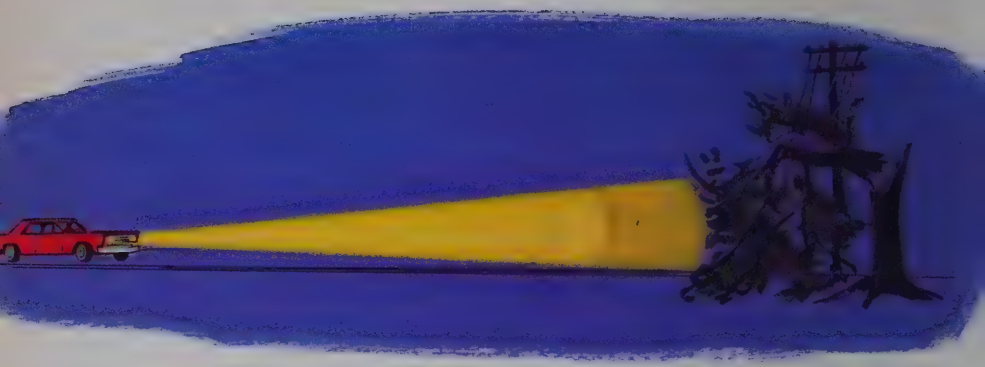
Traffic laws alone cannot regulate every kind of a driving situation which may occur. There are also some general safety rules which drivers should understand and follow.

TURNING

To turn safely and avoid accidents, you must . . .

1. Make up your mind before you get to the turning point. Last minute decisions are likely to cause trouble.
2. Move into the proper lane as soon as possible. The faster the traffic is moving, the sooner you should do this.
3. Look behind and to both sides to see where other vehicles may be before you change lanes. Illinois law requires that a turn signal must be given before changing lanes.
4. Slow down to a reasonable turning speed.
5. Make the turn correctly. This will be easy if you are in the proper lane and proceeding carefully when you begin to turn.
6. Finish your turn in the proper lane.

FROM WRONG LANE LAST MINUTE DECISION INTO WRONG LANE



DON'T OVERDRIVE YOUR HEADLIGHTS

NIGHT DRIVING

Driving at night is always more difficult. It is harder to see, and things appear differently than during the day. The glare of oncoming headlights increases the difficulty. Also, unfamiliar roads and unexpected situations are more likely to cause trouble. You can help ensure safe driving in several ways:

1. Make sure your headlights are working well and the glass is kept clean. Periodically have them checked for correct aim.
2. Don't overdrive your headlights. Keep your speed within the range at which you can see the pavement ahead clearly enough to be able to make an emergency stop, if necessary.
3. Slow down when meeting another vehicle or when nearing a curve if you are driving at or near the maximum posted speed.
4. Use the edgeline as a guide. If there is no edgeline, use the center line to guide yourself.
5. Keep your windshield clean.
6. Stay awake and alert. More frequent stops, more fresh air, lively radio programs and similar measures can help avoid drowsiness and inattention. Do *not* drive if you are tired.

7. Watch carefully for highway signs—they are harder to see at night.
8. Be especially watchful for pedestrians and vehicles stopped along the edge of the road.
9. Do not stop on the roadway *for any reason.*
10. Carry a red warning light for use when stops alongside the roadway are unavoidable.

FOG

The best rule for fog is to avoid driving, but if you must drive, there are some things which you can do to help stay out of accidents:

1. Sharply reduce your normal driving speed.
2. Reduce speed still more when you see headlights or red taillights. The headlights may be on a vehicle which is being driven down the center of the pavement, and the car with the taillights may be stopped on the road, or just barely moving.
3. Be prepared for an emergency stop, and keep within the limits of your vision. If the fog becomes so dense that you can hardly see, cautiously pull off the pavement and stop. Do not creep along at 5 or 10 miles an hour.
4. You will probably be able to see more clearly if your headlights are dimmed, and certain types of fog lights are helpful.

SKIDDING

A car skids when its tires lose their grip on the road surface. Both the power which the engine sends to the wheels and the braking effect are lost.

The only thing you can do if you skid is to try to bring your car back into control. There are two things which you must remember:

1. Turn the front wheels in the direction of the skid.
2. Don't brake suddenly.

Also important in regaining control is reduced speed. As you start to regain control, you may safely slow the vehicle by very gently depressing and releasing the brake pedal. Some experienced drivers prefer using accelerator and brake pedals at the same time. If you do, take it easy on the brake.

The best thing you can do to avoid skidding is to slow down when approaching possible danger spots, and be prepared. Do not accelerate, brake or change direction on a slippery spot. If the wheels keep rolling freely at the same speed in a fairly straight line, you are not likely to skid.

CURVES

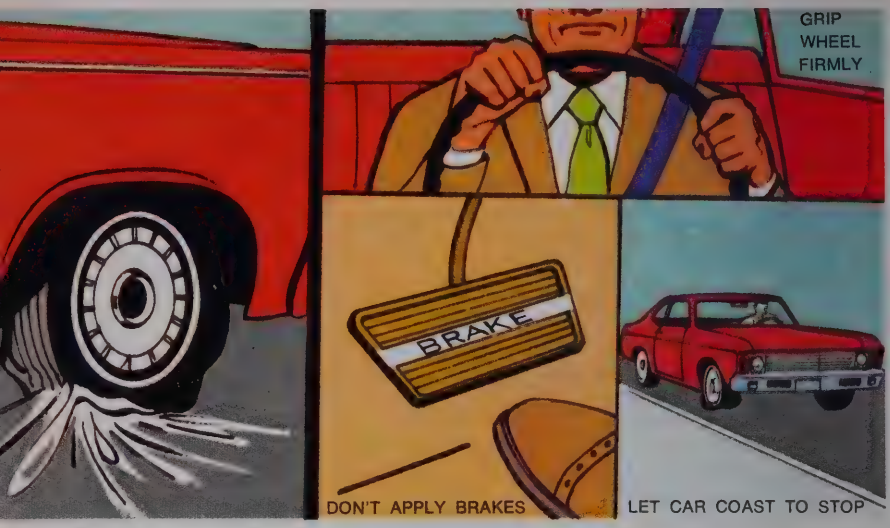
Curves call for special attention by drivers. They can be quite dangerous when the road surface of the curve is slippery. For example, when it is raining, some types of curves require much lower speeds than when the pavement is dry. Drivers should slow down before entering the curve.

Curves can also be dangerous when drivers enter them too fast. This is more likely to happen on a strange road. The sharper curves are usually marked with a safe miles per hour entering speed. If you are exceeding this speed as you approach the curve, slow down *before* entering, using the brake if necessary. In case you find that you have entered at excess speed, do not panic and jam on the brakes. Locked wheels will only cause you to go off the roadway. An experienced driver can usually maneuver safely in this kind of a situation by careful application of brake and power; but of course, the safest thing is to slow down to the recommended speed before entering the curve.

RUNNING OFF THE PAVEMENT

Serious accidents can be caused by running off the pavement. To avoid this, pay attention to your driving; however, if you should run off, or if you are forced off, there are certain things you can do which may save your life:

1. Don't panic.
2. Don't hit the brake pedal suddenly and hard. Use your brakes carefully.
3. Grip the steering wheel tightly and be prepared to withstand sudden shocks.
4. Take your foot off the accelerator.
5. Most important of all . . . don't try to swing back onto the pavement immediately. Wait until speed has been reduced, check the traffic behind you, look for a place where you can get back on the roadway, then turn your wheels sharply enough to get back onto the roadway and into traffic. When turning back onto the pavement your speed must be low enough to avoid crossing the centerline into oncoming traffic or shooting clear across the roadway into the left-hand ditch.



BLOWOUTS

If you know what to do and don't panic, you can keep control of your car when a tire goes flat and bring it safely to a stop.

1. *Don't apply the brakes.*
2. Grasp the steering wheel firmly and release pressure on the accelerator, thereby bringing the vehicle to a halt.
3. Don't turn onto the shoulder of the road until the car is almost stopped. If the blowout should cause the car to swerve onto the shoulder, do not try to get back on the pavement. Let the car coast to a stop. If the car does not have power steering, it will be necessary to hold the steering wheel even more firmly to resist a sudden shock or strong pull in one direction.

WINTER DRIVING

Most people realize that winter driving is more dangerous, but many of them don't know what to do about it. Here are a few suggestions:

1. Use chains or snow tires. Chains are very effective when ice and snow cover the road. Neither chains nor snow tires will allow you to drive on slick pavement at normal speeds, however.

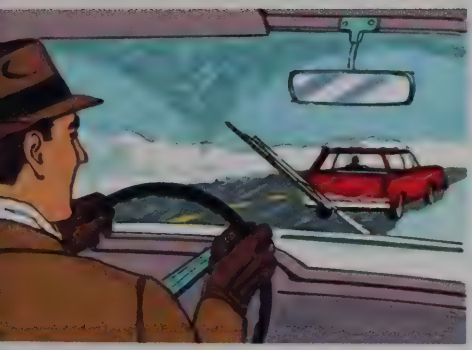
2. Keep windows clear. Remove snow and ice before you drive, even if you are going just a block. Make sure the windshield wipers and defroster are working properly.

3. Get the feel of the roadway. Start out very slowly. Test your brakes gently after the car is in motion, to find out how much traction you will have. Start slowing down *before* you come to an intersection, turn or stop.

4. Keep a safe distance. You should increase the distance from the car ahead of you according to the condition of the pavement. Many rear end collisions occur on icy streets because drivers are following too closely. *Snow tires can also slide on ice or packed snow.* To be safe you must keep your distance.

5. Reduce speed according to conditions. There is no such thing as a "completely safe" driving speed on snow or ice. You must be very careful until you are sure how much traction you can expect from your tires. Every city block and every mile of highway may be different, depending upon sun or shade and the surface of the roadway.

6. Watch for danger spots ahead. There may be ice on bridges when the rest of the pavement is clear. Snow melts more slowly in shady areas. Be careful when nearing turns.



INTERVAL

Most rear end collisions are caused by following too closely. One car length for each 10 miles per hour is often used as a guide, *on dry pavement when visibility is good.* Another good method is to watch the car ahead of you when it passes some reference point, such as a telephone pole. Then count "one-thousand-one, one-thousand-two". . . . if you pass the same spot before you are through counting, you are following too closely.

CONCENTRATION

Concentration is one of the most important elements of safe driving. The driver's seat is no place for daydreaming, mental napping, window shopping, scenic viewing or distracting conversation. Lack of concentration can cause a failure to be observant enough to avoid an accident. Driving an automobile is a full-time job. There have been too many accidents after which the driver said (if he survived) "I don't know what happened."

SPEED

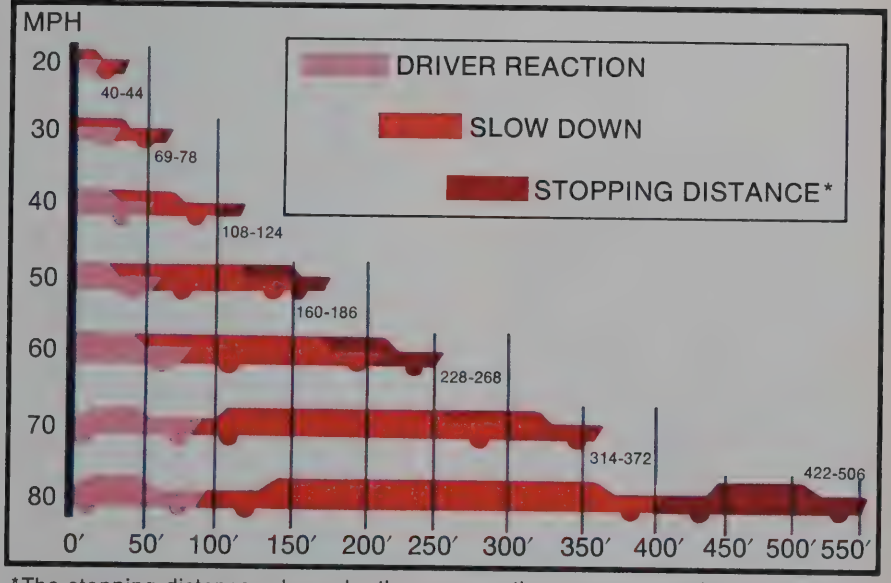
The safest speed is the average speed at which other traffic is moving. Research studies have shown that there is more chance of an accident when the difference increases *above or below* the average; that is, slow drivers are as likely to become involved in accidents as speeders. If most of the cars are traveling between 65 and 70 miles per hour, you are least likely to have an accident if you stay within that speed range.

STOPPING DISTANCE

The distance in which you can stop your car is important in determining a safe driving speed. This chart may be used as a guide, but actual stopping distances depend upon many factors:

1. Mental and physical reaction time of the driver.
2. Type and condition of the pavement. There is a great difference between rough, dry concrete and wet, slippery brick or asphalt, for example.
3. Kind of tires and tread composition. The more rubber on the road, the more traction you will have. Large, wide tires with tread will stop a car faster than small, narrow tires with a worn tread. A hard composition lasts longer, but soft tread has more traction.
4. Chassis design, weight distribution, suspension and shock absorbers.
5. Type of brakes, condition of brakes and brake balance. In an emergency situation you can be in serious trouble if one or more of the brakes lock the wheels before the others fully take hold.
6. Wind direction and velocity. Drivers may not realize the difference a strong tail wind can make when trying to stop suddenly at high speed.

STOPPING ABILITY OF STANDARD PASSENGER CARS ON DRY, CLEAN, LEVEL PAVEMENT



*The stopping distances shown by the cars are the ranges extending from minimum to maximum in which you may expect your car to stop, depending upon the variable factors listed above.

Since there are so many things to consider, the only way to find out how quickly your own car can be stopped is to test it at various speeds and under various conditions. Take it easy on the first try, and make sure you are in a safe place to experiment. This is the only *sure* way to learn how far it takes you to stop your car.

DRIVING ON EXPRESSWAYS

Expressways are fast, multiple-lane roads. In various areas they are known as tollroads, throughways, turnpikes, or freeways. Some of them are free and some require a toll, but they all have several important advantages. If you know how to use them properly, you can get to where you are going sooner, more easily, and more safely.

Getting On

Expressways are usually reached by an entrance ramp and speed-change lane. This lane provides both time and distance for entering vehicles to gain enough speed to match that of vehicles already on the expressway and to merge smoothly without interfering or causing rear end collisions. There is a "MERGING TRAFFIC" sign on the expressway, just before the entrance. There also may be a sign on the entrance ramp which gives the maximum safe speed.

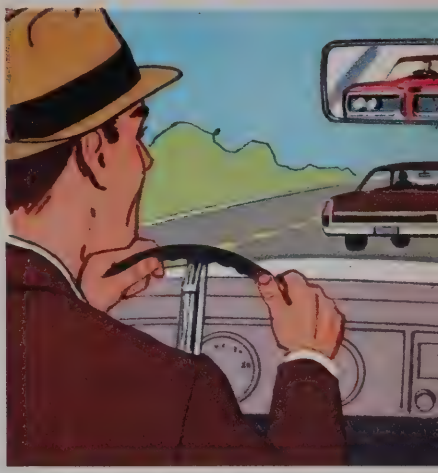
Getting Off

Get into the right-hand lane well before reaching an exit on the right, or left-hand lane for an exit on the left. Guide signs will tell you of the approaching exit. At the exit, speed-change lanes are provided for slowing down when leaving the expressway. Posted exit ramp speeds are usually low, due to the design of the roadway, and you will find yourself in serious

trouble if you enter the ramp from the speed-change lane at expressway speed. Do *not* slow down on the expressway itself under normal conditions.

Drive Alert

Use your rearview mirrors. Constantly check the traffic behind you. Always look in the mirror before you change lanes. Stay out of another driver's blind spot. Traveling in a position where the driver ahead of you cannot observe your vehicle in his rearview mirrors is a dangerous practice; he might pull out in front of you to pass a car. Either stay far enough behind or pass.



Use Turn Signals

Be sure to flash your right or left turn signal whenever you change lanes.

Don't Back Up

Backing up is prohibited under any circumstances.

Passing

Cutting back into the right-hand lane too soon is one of the causes of expressway collisions. Be sure to allow enough interval. Carefully check the left lane behind you before pulling out, and don't turn back into the right-hand lane until you can see in your rearview mirror the car that you just passed.

Interval

Don't get too close to the vehicle in front of you. Always leave room for an emergency stop. When the weather is bad or the pavement is slick, double

or triple the distance. Rear end collisions are the most frequent type of accident on the expressways.

Slower Traffic

Slower traffic is required to drive in the right-hand lane. The left is for passing.

SLOW VEHICLES MUST USE RIGHT LANE

Highway Hypnosis and Fatigue

Stop driving when you feel drowsy. Don't try to fight it. Pull off the highway at the first rest stop or service area. If you are merely nodding, a cup of coffee and a bit of stretching may be enough to wake you up. But if you are really sleepy, get off the highway and take a nap. Drowsiness is one of the greatest dangers in expressway driving. Don't rely on "stay-awake" drugs. They are likely to make your driving even more hazardous.

On long trips it is a good idea to exercise your eyes. Expressway drivers are subject to "highway hypnosis"—a condition of drowsiness or unawareness brought on by monotony, the sound of the wind, the tires on the pavement, and the steady hum of the engine. Keep shifting your eyes from one area of the roadway to another and focus them on various objects—near and far, left and right. Reading the highway signs will help you to stay awake and drive more safely.

Stopping

Stopping on the pavement is prohibited. You will find service areas and rest stops at frequent intervals, so use them. Stopping on the shoulder is permitted only in an emergency, or when your car is unable to go any further. If it is necessary to stop, raise the hood to indicate difficulty. *Don't walk along the expressway in search of help.*

Plan Your Trip Carefully

Mark the map to indicate all entrances, service areas, and exits you plan to use. Doing these things will help you to have a safe, fast, and pleasant journey.

Check Your Car Before You Start

You won't find a garage unless you turn off the expressway, and a breakdown could cause considerable inconvenience and delay.

WHEN MOTORCYCLES ARE PRESENT

When you are on the same roadway with a motorcycle, there are some added safety rules you should keep in mind. Remember that the motorcyclist has the same right-of-way privileges you do and that he is entitled to the same courtesy and consideration on the roadway. Also, the motorcyclist is often faced with certain hazardous situations. You must be aware of these in order to keep from doing something which could cause a serious accident.

Railroad Crossings

If you are following a motorcycle, give it plenty of distance when approaching a railroad track. If the crossing is rough or the tracks cross the road at an angle, the rider will need room to maneuver and he will have to slow down.

Bridges

Certain types of bridge surfaces are hazardous for motorcycles. The rider can't tell what he's going to find until he gets there, so give him lots of room and be prepared to stop quickly in case he falls.

Traffic Lane Usage

Regardless of size, motorcycles are entitled to use the full width of a traffic lane, the same as a car. Do not try to stop next to a motorcycle in the same lane . . . either change lanes or stay behind. *Do not try to pass a motorcycle in the same lane that it is using.* You must change lanes and pass the way you would pass another car.

Left Turns

Motorcycles and their riders are sometimes hard to see because the car driver is used to looking for something larger. Be sure to watch for them in oncoming traffic before you start to make your turn.

Following Too Closely

Don't crowd a motorcycle. Allow more interval than you do for a car. A motorcycle often can stop faster than your car. Also, getting too close may make the cyclist nervous and cause him to lose balance and fall right in front of your car.

Bad Weather

Allow even more distance for motorcycles when there is ice, snow, or rain on the pavement. If you put on your brakes suddenly, you may slide into the machine; and if the slippery surface happens to make the driver fall, you may not be able to stop soon enough.

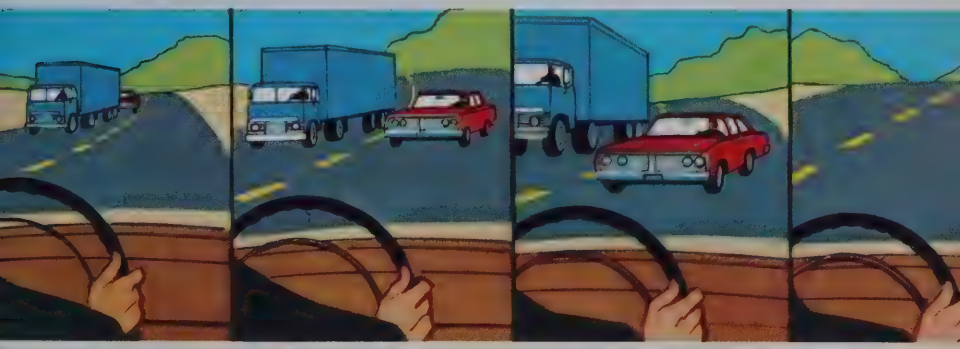
DRIVE DEFENSIVELY

Never trust another driver to do what you *think* he's going to do or what he *should* do in any particular situation. The fact that his left turn signal is not flashing doesn't necessarily mean that he isn't going to make a left turn in front of you. While you are waiting for the light to change, you can be thinking about what you will do if this happens. Always make ready beforehand to take evasive action if the other drivers around you do something unexpected.

You should constantly be thinking of an "escape route" as you drive. After a little practice this will become more or less second nature. Then if a sudden emergency arises, you will not be taken by surprise and you will have a plan of action ready. For example, if you are coming to a curve, you should be looking closely at the shoulder and nearby area to determine what you would do if an approaching car from the other direction is over the centerline when you meet. The same consideration also applies to bridges and hills. If the car approaching you in the distance is starting to pass and you think he may not have room, work out your plan for safety measures before you meet headon.

If a collision seems to be inevitable, don't panic . . . try to steer your way out of it. Do anything to keep from hitting headon. If you must strike another car or object, try to do so at a slant. If there is any choice, select the softest thing to run into. This might be the ditch instead of another vehicle. Sometimes it is possible to avoid disaster by deliberately throwing your car into a skid.

Keep your car in good mechanical condition. In emergency situations it may suffer considerable strain and stress. If the tires are inflated properly, if the shock absorbers and steering and related parts are all in proper order and free from defects, your chances of survival will be greater.



STUDY QUESTIONS

Here are questions to help you study the chapter on Safety Rules. Turn to the page indicated for information which will give you the answer. Some of these questions will appear on the written test when you take your drivers examination.

1. How should you turn the front wheels to get control when your car starts to skid? (63)

2. How should you use the brakes when your car skids? (63)

3. When you see a sharp curve ahead, should you slow down before reaching it or when you first get into it? (64)

4. If the right front wheel of your car drops off the pavement onto the shoulder, how should you use the:

   a. Brakes? b. Steering wheel? c. Gas pedal? (65)

5. If your car runs off the pavement, what should you do to get back on safely? (65)

6. If you have a blowout, how should you use brakes, steering wheel and gas pedal in order to safely bring the car to a stop? (66)

7. What is the safe driving speed on snow, ice or wet pavement? (67)

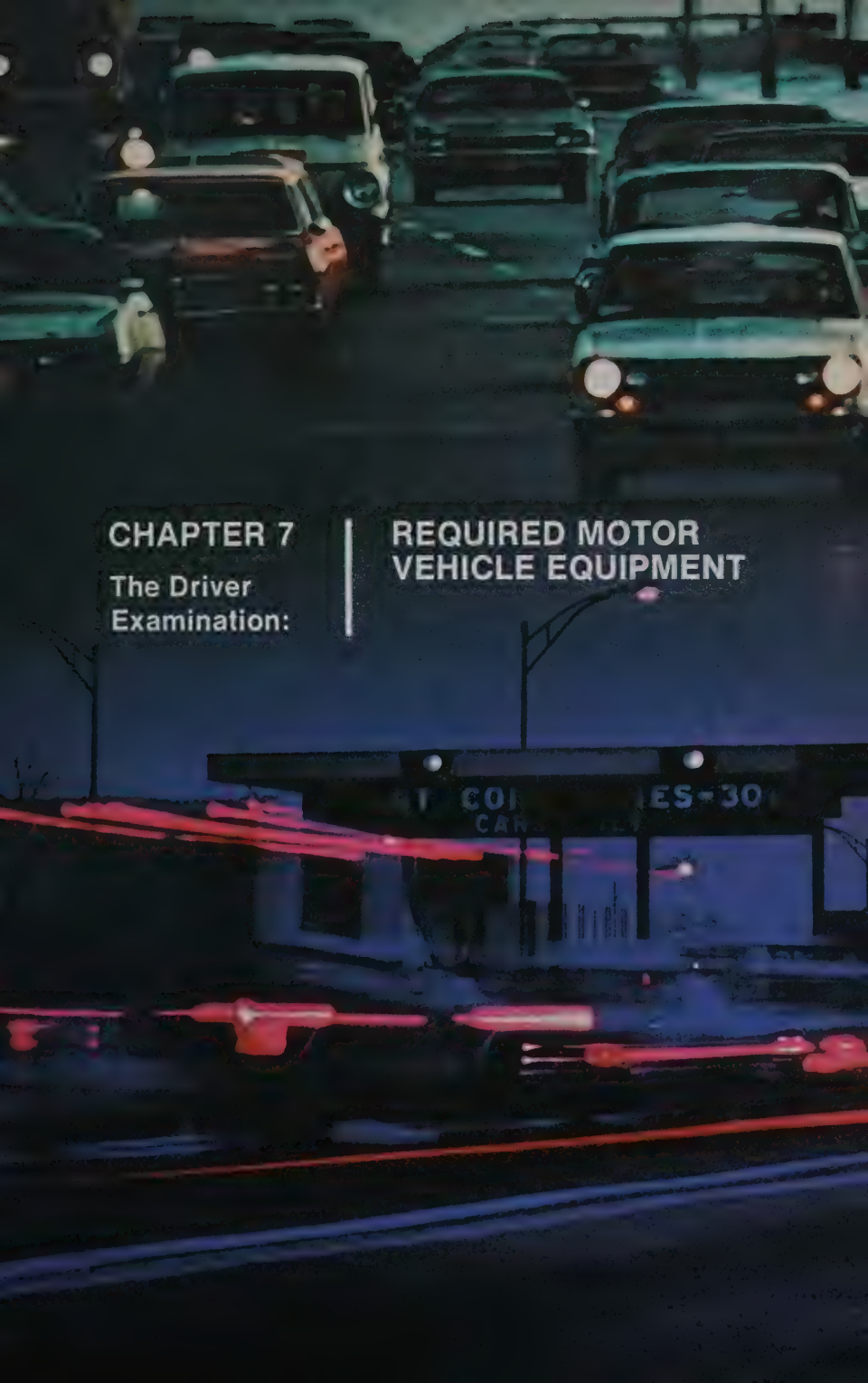
8. Under what conditions may the road surface of a bridge or overpass be dangerous? (67)

9. What is the safest speed at which to drive? (68)

10. How can you tell if you are driving too close to the car in front of you? (68)

11. What is the only safe way to find out how quickly your car can stop? (70)

12. What must you do to get onto the expressway safely? (70)



CHAPTER 7

The Driver Examination:

REQUIRED MOTOR VEHICLE EQUIPMENT

THE DRIVER EXAMINATION: REQUIRED MOTOR VEHICLE EQUIPMENT

According to Illinois law, no one may drive any vehicle which is so unsafe that it may endanger any person or property.

It is the responsibility of the owner to keep his car in safe mechanical condition. This means that regular safety checks should be made at a garage or service station.

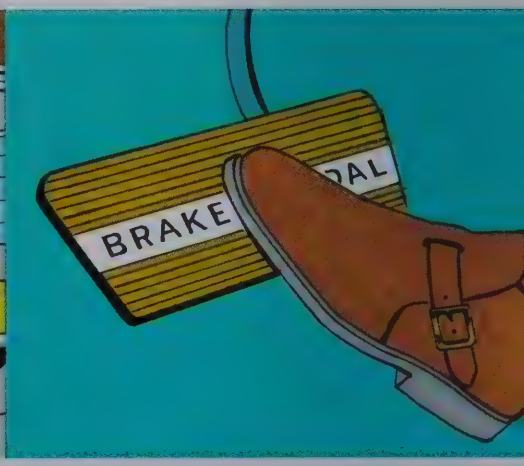
In addition, the following equipment is required by law.

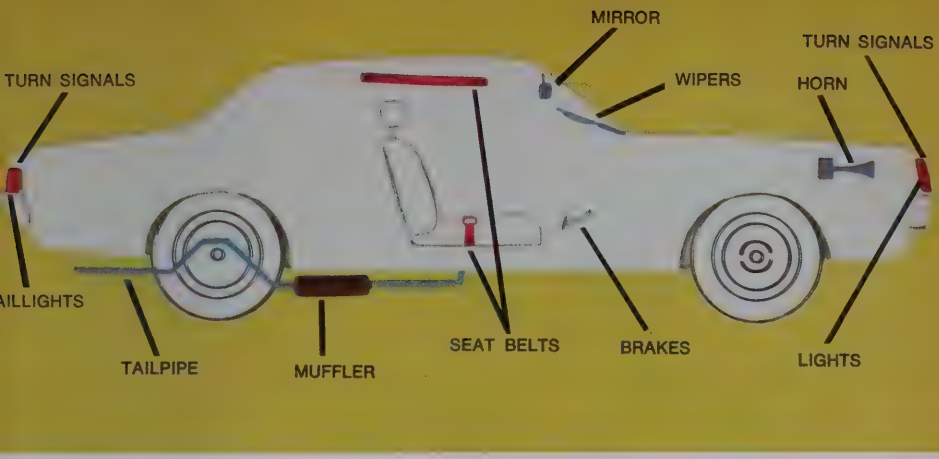
BRAKES

Brakes are required on all wheels. However, motor driven cycles need only one brake, operated by either hand or foot, and vehicles with three or more axles may have a front axle without brakes. Antique vehicles (more than thirty years old) must have the same type brakes originally installed, and when on the highway they need brakes on at least two wheels.

All motor vehicles, except those with other requirements as noted above, must have two separate brake systems. Each brake system shall work on at least two wheels, and if the systems are connected, the failure of one shall not leave the vehicle without brakes.

Wheel brakes must be adequate to stop a vehicle traveling 20 miles per hour within a distance of 30 ft. on dry pavement (antique vehicles must be able to stop within 40 ft.). The emergency or parking brake must be able to stop the vehicle within 55 ft. under similar circumstances and must be able to hold it stationary on a grade or hill. Brakes must be kept in good working order and properly adjusted.





HORN

All motor vehicles must have a horn which can be heard at least 200 ft. away. Horns with unreasonably loud or harsh sounds are prohibited, and no horn may be sounded unless necessary. Sirens, whistles or bells are not allowed except on authorized emergency vehicles.

MUFFLERS

All motor vehicles must have a muffler that is in good working order, so that excessive or unusual noise and smoke are prevented. Cutouts and by-passes are illegal, and changing the exhaust system to amplify or increase noise is not allowed. The term "muffler" also includes turbine wheels which are used in the exhaust system of a diesel engine.

MIRRORS

All motor vehicles must have a rearview mirror which will reflect a view of the highway for at least 200 ft. to the rear.

WINDSHIELDS AND WINDOWS

Windshields and windows must be free of any signs, stickers, or other non-transparent material which interferes with the driver's view of the highway. No object may be placed or suspended on any part of the inside of a motor vehicle. The only exceptions are religious or lodge statues 6 inches or less in height, or wearing apparel that is suspended behind the driver and is not obstructing his view. All glass must be of an approved safety type. No motor vehicle may be driven when the windshield or rear window is in such poor condition that it makes it difficult for the driver to see.

WIPERS

Windshields must be equipped with wipers which are in good operating condition.

SEAT BELTS

No 1965 or later model passenger car may be sold in Illinois unless the front seat is equipped with two sets of safety belts. No 1961 or later model passenger car licensed in Illinois may be driven without the same equipment. Belts and installations must meet the standard set by the Illinois Department of Law Enforcement.

STUDDED TIRES

These may be used from October 1 to May 1 on motor vehicles not having dual tires and of not more than 10,000 lbs. gross vehicle weight, if they have wheelwells.

TELEVISION RECEIVERS

No motor vehicle may be driven which has a television set located so that the viewer or screen is visible from the driver's seat.

ANTIQUE VEHICLES

There are special provisions for antique vehicles relating to lamps, brakes, stop lights and turn signals. See definition of "antique vehicle" on p. 111.

HEADLIGHTS

Two are required (one on motorcycles) with lights visible at least 500 ft. away. They must be lighted during the period from sunset to sunrise, *and at any other time when visibility is so limited as to require the use of lights for safety.* Motorcycles must have at least one lighted head lamp *at all times* when they are on streets and highways. Headlights must be dimmed at least 500 ft. before meeting and 300 ft. before overtaking another vehicle.

PARKING LIGHTS

Lighted parking lamps are required, both front and rear, on any motor vehicle which is standing on any highway during the period from sunset to sunrise. Local communities have the authority to permit unlighted night parking on lighted streets under their jurisdiction. Having only parking lamps lighted is prohibited while driving when lighted head lamps are required, but parking lamps may be used in addition to other lights.

TAILLIGHTS

All motor vehicles, trailers and semi-trailers must have two red lights mounted on the left and right rear (one for motorcycles), visible at least 500 ft. away.

STOP LIGHTS

All vehicles must have at least one red or amber stop light, visible for a distance of not less than 500 ft. to the rear in normal sunlight, and actuated upon application of the brake.

TURN SIGNALS

All motor vehicles, except motorcycles, and all trailers and semi-trailers must have electric turn signals visible at least 300 ft. away in normal sunlight. Front signals must be white or amber and rear signals must be red or amber.

BACK-UP LIGHTS

Motor vehicles may have one or more back-up lights, but they must not be lighted when the vehicle is moving forward.

LICENSE PLATE LIGHT

The rear license plate must be lighted so as to be clearly legible at least 50 ft. away. The light must be on whenever the headlights are.

COWL OR FENDER LAMPS

Only two per vehicle are permitted and they must have non-glare, white or amber lights.

RUNNING BOARD LIGHTS

These are limited to one on each side, and they must be white or amber.

SPOTLIGHTS

More than one is not allowed. When approaching another vehicle, it must not be directed to the left nor more than 100 ft. ahead. No more than four lights on the front of a vehicle may be turned on at the same time if any one of them is more than 300 candlepower.

RED LIGHTS

Except for police or emergency vehicles, red lights visible from the front are prohibited.

FLASHING OR MOVING LIGHTS

Other than turn-signals or hazard indicators, these are prohibited except as authorized for certain types of vehicles.

PROJECTING LOADS

Projecting loads extending 4 ft. or more to the rear of a vehicle must display, during hours of darkness or periods of poor visibility, a red light at the rear of the load which is visible for at least 500 ft.

STUDY QUESTIONS

Here are questions to help you study the chapter on Required Motor Vehicle Equipment. Turn to the page indicated for information which will give you the answer. Some of these questions will appear on the written test when you take your drivers examination.

1. What are the requirements of Illinois law as to the mechanical condition of a motor vehicle? (78)
2. When must the headlights be lighted? (80)
3. At what distance must headlights be dimmed:

   When meeting another car? (80)

   When overtaking another car? (80)
4. Can you legally drive after dark with parking lights only? (80)
5. How many taillights are required by law? (80)
6. Is a stop light required, or is a hand signal sufficient? (81)
7. Are electric turn signals required by law? (81)
8. How quickly must the brakes be able to stop your car? (78)
9. When may the horn be sounded? (79)
10. Are noisy mufflers illegal? (79)
11. Is a rearview mirror required by law? (79)
12. What does the seat belt law require? (80)
13. Are windshield wipers required by law? (80)

CHAPTER 8 | AFTER YOU GET YOUR LICENSE

You are responsible for obeying Illinois traffic laws. You must have your license with you at all times when operating a motor vehicle, and you must show it upon demand of a law enforcement officer. If you cannot produce a license you will be given an opportunity in court to prove that you had one.

Your driving performance will be recorded in a file in the Secretary of State's Office as long as you remain a resident of Illinois. If you have an accident or are convicted of a traffic law violation, the reports will be recorded in your file by a computer which will total the score each time a new item is added.

If you are convicted of two minor moving traffic violations within 12 months, you will get a warning letter from the Secretary of State. A greater number of violations, or any of those which are more serious, can have the following described results.

YOU WILL LOSE YOUR LICENSE IF YOU ARE CONVICTED OF:

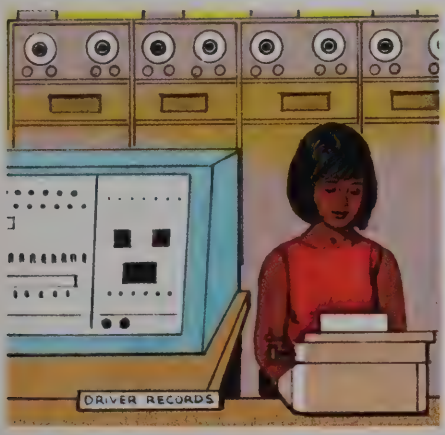
1. Killing someone as a result of a reckless act in which the operation of a motor vehicle is involved (involuntary manslaughter or reckless homicide).
2. Driving or being in actual physical control of a vehicle while under the influence of drugs or intoxicating liquor.
3. Committing certain types of crimes (felonies) under the laws of any state or the federal government in which a motor vehicle was involved.
4. Leaving the scene of a collision in which you are involved as a driver, if a collision results in death or personal injury.
5. Making false statements under oath, orally or in writing, to the Secretary of State.
6. Three charges of reckless driving in twelve months.
7. Reckless conduct arising from use of a motor vehicle causing bodily harm or danger to another person.
8. Drag racing.
9. Stealing a motor vehicle or part of one.
10. Criminal sex offenses.
11. Violation of the Financial Responsibility Law relating to the operation of motor vehicles used for the transportation of persons for hire.

YOU WILL ALSO LOSE YOUR LICENSE:

1. If you fail, refuse or neglect to report a traffic accident as required by law.
2. If you deposit your drivers license in lieu of bail after being arrested for a traffic law violation and fail to appear in court to answer to the charge, or otherwise satisfy the court.

YOU MAY LOSE YOUR LICENSE IF YOU:

1. Commit an offense that requires the revocation of your license upon conviction.
2. Are convicted of committing three or more moving traffic law violations in 12 months.
3. Are repeatedly involved as a driver in accidents or repeatedly convicted of traffic law violations.
4. While driving unlawfully, cause or contribute to an accident resulting in death or injury to any person.
5. Allow an unlawful or fraudulent use of your driver's license or permit.
6. Are convicted of an offense in another state which, if committed in Illinois, would be grounds for suspension or revocation.



7. Refuse or fail to submit to a driver's license examination when required to do so, or fail to pass such examination successfully.
8. Make a false statement or knowingly conceal a material fact in applying for any license or permit.
9. Are convicted of trying to flee or attempting to escape from a police officer who has directed you to stop your car.
10. Display or represent as your own any driver's license or permit not issued to you.
11. Are found to be ineligible for a driver's license which has been issued to you.
12. Fail to comply with the restrictions imposed on your driver's license.
13. Take a driver's license examination for the purpose of obtaining a license for another person.
14. Are under 18 years of age and you drive in violation of the curfew law.
15. If you enter a vehicle without the authority or consent of the owner.
16. If you are convicted of the possession or sale of any blank driver's license or permit.

17. If you are convicted of any of the misdemeanors listed below:

    a. Possessing, displaying or permitting to be displayed any cancelled, revoked, suspended, fictitious or fraudulently altered driver's license or permit.

    b. Lending or allowing another person to use your license, or permitting any unlawful use of a license issued to you.

    c. Displaying or representing as your own any license or permit not issued to you.

    d. Taking a driver examination for another person.

    e. Failing or refusing to give to the Secretary of State, upon demand, a drivers license or permit which is suspended, revoked or cancelled.

If you are convicted of driving during the time your license is suspended or revoked, or if you are convicted of a traffic law violation which indicates that you were driving during this time, your suspension or revocation will be automatically extended for an additional like period.

PENALTIES FOR UNLICENSED DRIVING

1. Driving after a license has been suspended or revoked, or before driving privileges have been reinstated, is punishable by imprisonment from 7 days to one year and a fine not to exceed $1,000.

2. A fine of not less than $20 nor more than $300 may be imposed for driving with an expired driver's license, and the minimum fine is $50 if more than 6 months have passed since the expiration date.

3. Persons who have never had a license may be punished by imprisonment from 3 days to one year and a fine not to exceed $1,000.

PENALTIES FOR DRIVING WHILE INTOXICATED

In addition to having his license taken away, a driver will be subject to fines up to $1,000 and jail sentences up to one year if he is convicted of driving under the influence of intoxicating liquor, or any other drug which makes him incapable of safe driving. In place of a jail sentence, a court may order a driver to serve 2 days or more in a hospital or rehabilitation center.

Transporting, carrying, possessing or having any alcoholic liquor within the passenger area of a motor vehicle, except in the original package and with the seal unbroken, is prohibited. The penalty is a fine of not less than $25 nor more than $50.

THE NEW IMPLIED CONSENT LAW

Drinking drivers are involved in approximately half of the fatal accidents on the highways of Illinois. The Implied Consent Act (effective July 1, 1972) was passed to help curb this very serious problem.

The Meaning of "Implied Consent"

Implied Consent means that if a person drives a motor vehicle in Illinois,

he "thereby consents" to have his breath tested if he is arrested for driving while intoxicated. A driver is considered to be under the influence of intoxicating liquors if he has one tenth of one per cent alcohol in his blood.

Since it is difficult for the arresting officer to correctly determine whether or not an individual is intoxicated, a test is necessary to obtain scientifically accurate results. As many as 60 diseases may have the same symptoms as drunkenness, so a breath test is also a protection for those people who might be mistaken for drunk drivers.

The Breath Test

If a driver is arrested for driving while intoxicated, a police officer will ask him to take a breath test. Two tests will be taken not less than 15 minutes apart. The procedure is a simple one: the accused driver merely blows a sample of his breath into a disposable tube which is connected to the breath-testing device. The breath-testing device then measures and registers the percentage of alcohol in his blood. Following the test, both the driver and the arresting officer will receive a printed copy of the test results, produced automatically by the machine. The test results may be used as evidence in court to support the charge.

If A Driver Is Over The Limit

If a driver is found to be over the limit, he may post bail. If he does, he may leave. However, he may not drive his car to his destination.

The Driver's Rights

1. A driver may refuse to take the breath test.
2. He may consult with an attorney or any other person by phone before he makes his decision to take the test.
3. He will receive a copy of the test results.
4. He may obtain an additional chemical test, administered by an available, qualified person, at his own expense.
5. Full information on the tests will be made available to the driver or his attorney, upon request.

Refusal To Take The Breath Test

If an arrested driver decides against taking the test, for any reason, his arrest will still be valid. The driver will also be notified in writing by the clerk of the court, that his license will be suspended for 3 months, if it is his first offense, *unless* a request for a hearing is received by that clerk within 28 days. Second and subsequent offenses, within a 5-year period, may receive a 6-month suspension.

If the driver requests a hearing, it will be held in the circuit court of the county in which the arrest took place, and will be based solely on the circumstances surrounding the arrest and the driver's actual refusal. When the hearing is completed, the Secretary of State will be notified of the court's decision to suspend or not suspend.

CHAPTER 9 | OTHER IMPORTANT INFORMATION FOR DRIVERS

REGARDING YOUR DRIVER'S LICENSE

This section contains additional information regarding your drivers license, which may be useful to you.

Duplicate and Corrected Licenses

If your license is lost, stolen or destroyed, you may obtain a duplicate by sending in an application with the required fee. A corrected license may be obtained in the same way if the information stated on the original has changed, but the original must be sent in with the application. Application forms may be obtained from driver examination stations, currency exchanges, notaries public or by writing to the Secretary of State.

Change of Name or Address

If you change your name, by marriage or otherwise, or if you move to an address other than the one shown on your license, you must notify the Secretary of State in writing within ten days of the old and new names and addresses. Be sure to give your correct drivers license number.

Reclassification of Driver's Licenses

You may obtain a reclassification of your drivers license if you wish to operate other types of vehicles. To do this it will be necessary for you to go to your local examination station.

License In Lieu of Bail

Any person who is arrested and charged with a violation of a traffic law, or with operating a motor vehicle without license plates, *may* deposit his Illinois license with the officer who demands bail, in lieu of other security for his appearance in court. The option lies entirely with the driver, except as provided by law in the case of certain offenses. If a driver who has deposited his license in lieu of bail fails to appear in court to answer to the charge, the license will be sent to the Secretary of State for suspension.

When a driver is charged with leaving the scene of an accident involving death or personal injury, driving while intoxicated, reckless driving, drag

racing or driving a vehicle which is overweight on axle, other provisions apply. The court will accept 10% of the cash bond *and* the driver's license of the driver so charged. If a driver does not wish to surrender his license, he must deposit the full amount of the bond in cash or post such other bond as may be satisfactory to the court.

LICENSE PLATES, LICENSE PLATE TRANSFERS AND TITLES

Motor vehicles must be licensed as well as their drivers. New residents and prospective car buyers, as well as other car owners, will find in this section brief information they need concerning license plates, license plate transfers and titles. More detailed information may be obtained from other Secretary of State publications. See Chapter Seven on required motor vehicle equipment.

Vehicles Purchased in Illinois

If you buy a new or used car from a licensed Illinois dealer, the dealer must complete the necessary application forms to obtain your license plates or license plate transfer and certificate of title. He must then send these forms to the Office of the Secretary of State along with separate remittances in payment of license fees and use tax. This is a requirement of Illinois law.

If you buy an automobile from someone other than a dealer, you must submit your own application forms. Applications for certificate of title and license plates or license plate transfer must be accompanied by the correct fee as shown on the reverse of the form. Applications for a certificate of title must also be accompanied by a properly assigned certificate of title issued in the name of the person from whom the vehicle is being purchased. No use tax is required for such purchases.

Vehicles Purchased Outside of Illinois

If you are an Illinois resident and you buy a car from a person or a dealer outside the state, you must submit the following items to the Secretary of State in order to obtain license plates and a certificate of title:

1. Applications for certificate of title, license plates or license plate transfer.
2. Payment of fees as indicated on reverse of the application forms.

3. Certificate of Origin, properly assigned by the car dealer, if purchased new. If it is a used car, an assigned certificate of title is required, if any is issued by the state in which purchased. If the state of purchase does not issue titles, the most recent registration certificate for license plates must be submitted, plus a chain of notarized bills of sale from the last registered owner to the Illinois buyer.
4. Payment of use tax. See Driver Information Pamphlet: **Registration and Titling of Motor Vehicles.**

Vehicles Traded In

If you trade your car for a new model or a used one, there are certain things you must do before you can legally drive the one which you purchase.

1. Fill out in full the assignment form on the back of your certificate of title (for the car you are trading in) and sign your name.
2. Make certain you sign properly completed applications for a certificate of title to the new car and transfer of license plates.

3. Remove the license plates from the car which you traded in and place them on the one which you are buying. Caution: You must have made application for transfer of license plates before doing this.

4. Make certain that the dealer gives you evidence of the transfer. This can be a dealer's windshield sticker or a duplicate copy of the papers which the dealer sends to the Secretary of State. *Don't drive without it.*

Vehicles Brought Into Illinois By Their Owners

Persons who are visitors or temporary residents of Illinois may operate passenger cars which are properly registered (have license plates) in their home state. See Driver Information Pamphlet: **Registration and Titling of Motor Vehicles.**

Display of License Plates

All vehicles except motorcycles, trailers, semi-trailers and truck-tractors must display two license plates—one in the front and one in the rear. Motorcycles and trailers must display one plate in the rear, and truck-tractors must have one plate attached to the front.

License Plate Renewals

Car owners whose vehicles are registered in Illinois will receive a renewal application form through the mail. If for some reason you do not receive a renewal application form, you may do one of the following four things to get one:

1. Write to the Secretary of State.
2. Go to a Secretary of State's drivers license examination station.
3. Go to one of the Secretary of State's Motor Vehicle Division offices in Springfield or Chicago.
4. Go to a currency exchange, bank, automobile dealer or other agency where forms may be obtained.

After you have received your license plate renewal application you may:

Mail it with the correct fee to the Secretary of State.

Go to a bank which provides license plate service.

Go to a currency exchange, automobile dealer or some other agency which will mail your application for you.

Go to one of the Secretary of State's Motor Vehicle Division offices in Springfield or Chicago.

License Plate Fees

License plate fees for passenger cars are based on Society of Automotive Engineers (S.A.E.) horsepower rating. This is computed from a formula which is applied to the number and size of engine cylinders, and has no particular relationship to the advertised horsepower or actual developed horsepower.

	Annual Fee	Half-Year Fee
35 S.A.E. HP or less	$18	$9
Over 35 S.A.E. HP	30	15
Motorcycles and Motor-Driven Cycles	12	6

Expiration

All passenger car license plates issued on a calendar year basis expire December 31st of each year. The Secretary of State may extend this date to not later than the following March 1st. Applications for renewal are due not later than December 15th of each year.

Change of Name and Address

The Secretary of State must be notified within ten days of any change in name or address of a person to whom a current, valid license plate registation card or certificate of title has been issued. A corrected registration card or certificate of title showing such change may be obtained upon proper application and payment of a fee.

Stolen License Plates and Registration Cards

Stolen license plates or license plate registration cards must be promptly reported by the owner to the Secretary of State. The owner may obtain duplicates upon proper application and payment of a fee.

Snowmobiles

Snowmobiles are not defined by law as motor vehicles, but they must be registered and licensed by the Illinois Department of Conservation before they may be legally operated.

MEDICAL ASPECTS OF DRIVING

The physical condition of a person has an important bearing on his ability to drive safely. Alcohol, drugs, illness or disability are factors which may cause or contribute to traffic accidents.

Drugs

There are many drugs which also interfere with a person's ability to drive safely. These may be contained in prescriptions which are written by your doctor, or they may be found in some of the remedies which you can buy without prescription. Here are a few things you should remember:

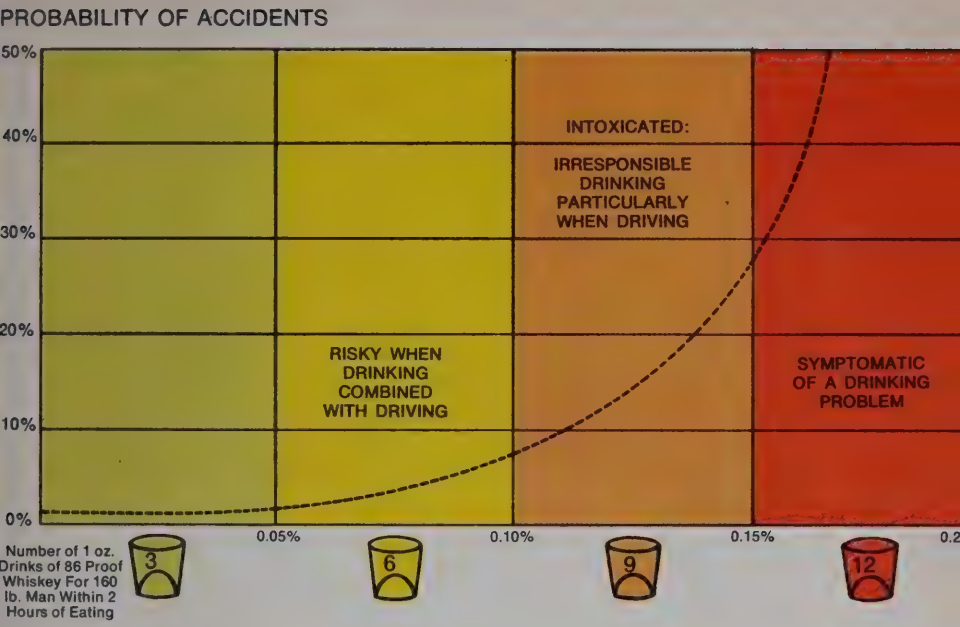
1. When taking prescription medicine, it is important to ask your doctor about any possible side effects which relate to driving.
2. Drugs, including some allergy remedies and cold pills which you can buy without prescription, may contain codeine, alcohol, antihistamines or bromides. Each of these ingredients can affect your driving.
3. Amphetamines are used in stimulants and diet pills, known in the black market as "pep pills" and "speed." Over-dosage of these and other drugs like tranquilizers or sedatives can make driving dangerous.
4. The most dangerous type of drugs can be obtained only illegally. LSD and heroin are examples. They have the power to make users completely unaware of or indifferent to their surroundings. Anyone under the influence of such drugs *must not* try to operate a motor vehicle.
5. All types of black market or illegal drugs are dangerous because there is no way to be certain of their strength or purity.

Chronic Illness or Disability

In cases of chronic illness or physical disability, the physician has the responsibility to inform his patient of any driving limitation which may be appropriate.

Emotional Disturbance

If you are emotionally upset, don't take a chance on driving. You might not be alert to all that's going on around you.



Alcohol

There are several things you should remember about alcohol:

1. Alcohol is a depressant, not a stimulant. It slows normal reflexes, interferes with judgment, reduces alertness and impairs observation. If some people feel stimulated after drinking, it is simply that their inhibitions are lowered, causing loss of caution and self-control.

2. It doesn't matter whether you are drinking beer, wine or whiskey—it's the *amount* of alcohol which enters the blood that counts.

3. Alcohol can affect you differently at different times. A small amount will affect you more than it usually would if you have less food in your stomach.

4. After drinking there is nothing you can do but wait. Black coffee, food or a cold shower might wake you up, but they will not sober you up. Alcohol is burned up by the liver and eliminated from the body through the kidneys and lungs. This process takes time.

ACCIDENTS

Most collisions could be avoided if all drivers knew, understood and obeyed the traffic laws, signs and signals; and if they concentrated their full attention on driving. Accidents keep happening, however, and it is important to know what to do afterwards.

What You Must Do If You Are Involved In An Accident

1. Stop immediately in a safe place.
2. Assist the injured if aid is necessary or requested. Protect the victim from traffic. In case of serious injury get a doctor or call an ambulance—whichever will arrive sooner. Try to make the victim comfortable, but don't move him unless absolutely necessary. *Don't* attempt first aid unless you know something about it.
3. Warn traffic. This will help prevent another accident. Stationing someone at a safe spot to warn approaching drivers is a good idea. Use flares when they are available.
4. Stay at the scene of the accident until you have exchanged names, addresses, and license numbers with the other parties involved.
5. Notify the nearest police station as quickly as possible.
6. Report the accident to the Illinois Department of Transportation.

The Accident Report

If an accident results in death or bodily injury, or property damage in excess of $100, there are three things which must be done:

1. If no police officer is present, notify the nearest police station as quickly as possible. If the accident occurs outside of a municipality, notice must be given to the nearest office of the county sheriff or Illinois State Police. Whenever the driver is unable to give immediate notice of an accident and there are passengers in the vehicle, one of them who is capable of doing so must comply with the requirement.
2. As soon as possible, but not later than ten days after the accident, a written report must be made to the Illinois Department of Transportation. Report forms can usually be obtained at police stations or automobile insurance agencies. Accident reports are kept confidential.
3. Many cities also require accident reports. Be sure to inquire if you are involved in an accident within the limits of a municipality.

For more information see Driver Information Pamphlet: **Accident Reporting and Safety Responsibility Law.**

Damaging Unattended Vehicles or Other Property

If you are involved as a driver in an accident which causes damage to an unattended vehicle or other property, you must immediately stop without obstructing traffic, find the owner or operator, and inform him of your name, address and license plate number. If you are unable to locate the owner or operator, you must furnish the information in a written notice attached securely in a conspicuous place on the vehicle or property which has been damaged. Then you must, without unnecessary delay, notify the nearest police station and make such accident reports as may be required.

Penalty For Leaving The Scene of an Accident

A driver who fails to stop at the scene of an accident in which his vehicle was involved and in which someone was killed or injured may, upon conviction, be sentenced to not less than 30 days nor more than one year in jail. In addition to the jail sentence the driver may be fined up to $1,000. Illinois law also requires the Secretary of State to revoke the drivers license of any person convicted of leaving the scene of an accident involving death or personal injury.

The Safety Responsibility Law

If property damage resulting from a motor vehicle accident is more than $250 to any one person, or if there is fatal or personal injury, the driver must also satisfy the requirements of the Safety Responsibility Law. If he does not, his drivers license and license plates will be suspended.

The Illinois Safety Responsibility Law requires drivers and vehicle owners to put up security, in an amount determined by the Illinois Department of Transportation, to cover damages resulting from an accident unless they are able to show evidence of insurance coverage or one of the other acceptable ways of satisfying the requirements of the law. Coverage is required in the following amounts:

1. $10,000 for death or bodily injury to any one person.
2. $20,000 for death or bodily injury to two or more persons.
3. $5,000 for property damage to others.

If a driver does not have enough coverage or is unable to put up security following an accident, his driver's license will be suspended and all license plates belonging to the owner of the vehicle will be suspended.

For more detailed information concerning the requirements of the Safety Responsibility Law, see the Driver Information Pamphlet: **Accident Reporting and Safety Responsibility Law.**

The Financial Responsibility Law

Any person whose drivers license has been revoked must establish proof of financial responsibility for the future before a new license can be issued to him. This may be done by depositing security acceptable to the Secretary of State, or by filing evidence of insurance coverage. See the Driver Information Pamphlet: **Accident Reporting and Safety Responsibility Law** for detailed information.

For information regarding accident reports and estimating damages, you may write to the Illinois Department of Transportation, Division of Highways.

CHAPTER 10 | MOTORCYCLES

MOTORCYCLES

Motorcycles vary in size, from big heavy machines with engines that have as much horsepower as a small automobile, to the smallest scooter. No matter how small, however, they are still considered motor vehicles and their operators have the same rights and privileges as those of cars, trucks and buses.

INSTRUCTION PERMITS

To practice driving, you must obtain an instruction permit. If you obtain an instruction permit for a *motor-driven cycle,* you are only allowed to drive during daylight hours and you must practice only under the direct supervision of a licensed motor-driven cycle operator or motorcycle operator who is at least 21.

If you obtain a motorcycle instruction permit, you may practice only under the direct supervision of a licensed motorcycle operator who is at least 21.

MOTORCYCLE EXAMINATION

There is a special written examination for motorcycles. It includes questions on traffic law, highway signs and the operation of motorcycles.

MOTORCYCLE ROAD TEST

If you wish to obtain a motorcycle classification on your drivers license, you will be given a separate motorcycle examination. You will be tested on knowledge and operation of controls, starting from a standing position, gear shifting skill, slow speed driving, and a figure 8 ride. You will also have to demonstrate that you can safely handle your machine when the engine is not operating. A driving test in traffic will also be given, similar to the automobile road test.

RENTAL

Motorcycle rental agencies are prohibited by law from renting a motorcycle or motor-driven cycle to any person who does not have a valid drivers license with the correct motorcycle classification.

OUT-OF-STATE DRIVERS

Out-of-state drivers who are at least 18 and who have in their immediate possession a valid license issued to them by their home state or country, may operate a motorcycle or motor-driven cycle in Illinois for a period of not more than 90 days in any calendar year, if their license permits the operation of a motorcycle and if the home state or country extends like privileges to Illinois residents.

LICENSE PLATES

All motorcycles and motor-driven cycles must have license plates when operated on streets or highways. Different series are assigned to motorcycles and motor-driven cycles, therefore, it is important to show the correct piston displacement on your license registration application. If you trade from one classification to another (over or under 150 cc), you must send your license plates to the Secretary of State, along with applications for transfer and title. New license plates and registration card will be mailed to you.

Motorcycles with three wheels are known as "trucksters" and require different license plates. The fee is $18 for gross weight not exceeding 3,000 lbs. You do not need a motorcycle drivers license to operate a truckster.

MOTORCYCLE TRAFFIC LAWS

Motorcycle riders must obey traffic laws, signs and signals in the same way as automobile drivers are required to do. In addition, motorcycle drivers are prohibited from passing between two other vehicles going in the same direction unless there is an unobstructed traffic lane available to permit such passing safely; and they are also prohibited from passing on the right unless there is unobstructed pavement at least 8 ft. wide to the right of the vehicle being passed.

REQUIRED EQUIPMENT

No motorcycle or motor-driven cycle may be legally operated on a street or highway unless the vehicle and driver comply with the following requirements:

Headlights

At least one lighted lamp showing a white light and visible 500 ft. away is required. It must be lighted *at all times* when the motorcycle is being operated on streets or highways.

License Plate Light

One white license plate light is required. It must be lighted at all times when the headlight is on, and must make the license plate visible at least 50 ft. away.

Taillight

One red light is required, visible from 500 ft. away.

Stop Light

One red light, visible 500 ft. away is required, actuated by the brake.

Muffler

A muffler which is in constant operation and properly maintained to prevent any excessive or unusual noise is required. Modification of an exhaust system for the purpose of increasing the noise level is prohibited by law.

Brakes

Motorcycles must have brakes on both wheels, with a separate means of application for each wheel or two separate means of application on the rear wheel. Motor-driven cycles must have either a hand operated or foot operated brake on at least one wheel . . . preferably the rear wheel.

Handlebars

Handlebars may not be more than 15 inches in height above that part of the seat or saddle occupied by the operator.

Seat

Operators are prohibited from carrying passengers unless the vehicle has been designed to carry two people.

Handgrips and Footrests

No passengers may be carried, except in a sidecar or enclosed cab, unless the vehicle is equipped for passengers with handgrips on the seat or saddle and with adjustable footrests.

Rearview Mirror

Rearview mirrors which reflect a view for 200 ft. are required.

Horn

One is required, audible for 200 ft.

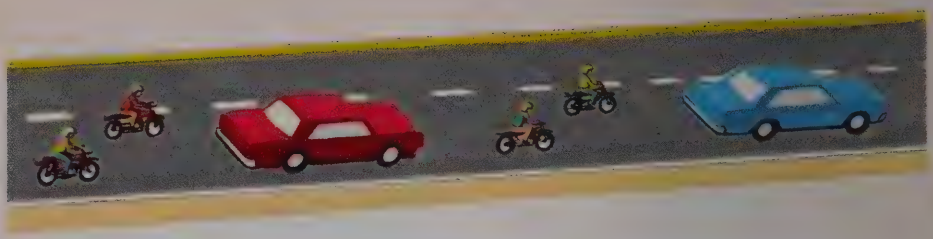
Goggles

Both drivers and passengers must be protected by glasses, goggles or a transparent shield; and these must be of a type which meet the standards established by the Illinois Department of Law Enforcement.

SAFETY RULES

1. ***If you are getting your first motorcycle,*** do not drive until you are sure you can handle the machine. Many serious motorcycle accidents involve drivers who are beginners. Do not carry passengers until you have learned to ride well, and have had some experience and feel confident of your ability. Find someone who is qualified and experienced, and who has the necessary time to teach you the fundamentals. Be sure to read the instruction book carefully, study all of the controls, then work them until you understand their operation thoroughly. Next, find an empty parking lot or some place where you can practice. Remember, you must have a drivers license or an instruction permit before you can ride on streets or highways.

2. ***You should always wear a top-grade helmet*** when you ride. Motorcycle accident reports show that head injuries are the most common cause of fatalities. Heavy leather jackets and boots will help save skin and bones if you have an accident.



3. ***When several motorcyclists*** are traveling together, they should ride in groups of two. Never ride two abreast in the same traffic lane, however, and stagger positions so the rider on the left is ahead of the right-hand motorcycle. Don't follow directly behind another motorcyclist. Keep sufficient distance between each group of two for faster vehicles to pass safely through your formation.

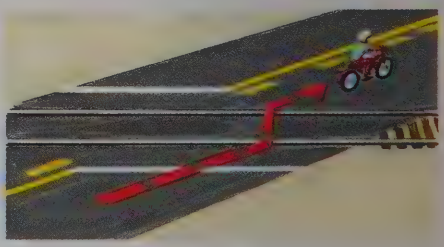
4. ***Be careful with the brakes.*** Apply both brakes at the same time . . . too much and too soon on the front will cause handling problems, too much and too soon on the rear will cause a slide. About 70% of the braking effect is supplied by the front. Use an easy touch when the road is slippery and always brake *before, not into,* a turn. On wet roads, avoid using the front brake unless absolutely necessary. Close the throttle to slow the machine down and apply the rear brake cautiously.

5. ***Watch for slick or loose surfaces*** and reduce speed before you hit them. Wet roads and loose gravel will throw you if you get careless. Avoid the oil-covered streak in the middle of traffic lanes. Don't drive on icy roads.

6. ***When passing or changing lanes,*** never make a move until you have first checked all nearby traffic.

7. ***Be alert at intersections***—this is where most motorcycle accidents occur.

8. ***Railroad tracks*** or steel bridge expansion joints present a special problem. Try to cross them at a 90° angle, if possible, to avoid skidding or catching the wheels.



9. ***Turning around.*** Never make a U-turn without first coming to a dead stop. Then carefully look in all directions before proceeding to make your turn. Be sure a U-turn is allowed before you make one. Often U-turns are illegal even though not so posted.

10. ***Do not park*** where there is grease or oil.

11. ***Try to be seen.*** Be sure your headlight is on at all times. Bright, light-colored clothing attracts the attention of other drivers, and may keep you from being run down. Be sure to ride in a position which will be visible to the automobile driver ahead of you —don't move into one of his "blind-spots." Motorcycle riders should always assume that they may not be seen by the automobile drivers who are on the road with them.

12. ***Stay off the expressways*** unless your motorcycle is capable of cruising at the speed of expressway traffic, and unless it has enough power to reach that speed without interfering with other vehicles when you leave the entrance ramp.

13. ***Passengers must not be carried*** unless the machine is designed for more than one person. One passenger only is permitted, *astride the seat.* A new, inexperienced rider should never carry a passenger; and an inexperienced passenger should be instructed as follows:

- Hold on to the handgrips or seat straps.
- Keep feet on footrests at all times.
- When turning, relax, lean in the same direction as the operator and hold on.
- Don't touch the muffler or the engine—they're hot.

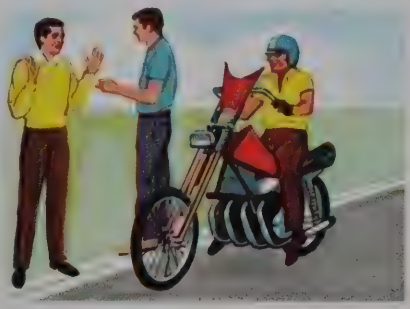
14. ***Don't loan your motorcycle*** to anyone who is not experienced in riding your type of machine. A large percentage of accidents involve persons who are taking their first or second ride on a borrowed or rented cycle. Protect your machine and your pocketbook—an injured rider who is unlicensed or inexperienced could cause you to have serious financial responsibility problems.

INSURANCE AND FINANCIAL RESPONSIBILITY

Full insurance coverage for motorcycles and their riders is difficult to obtain. Many companies will not write policies which cover injury to the operator, and it is even harder to find insurance for a passenger.

Motorcycles are subject to the requirements of safety and financial responsibility laws, just like other kinds of motor vehicles. Before buying or operating a motorcycle you should read the information in Chapter Nine. Remember, these laws apply whether you get hit or hit something.

Study your insurance policy carefully to determine exactly what coverage you have, so you will know whether it meets the requirements of the law. Before a passenger climbs on, tell him about the insurance . . . this may cause him to change his mind.



NO! HE HAS NO PASSENGER INSURANCE!

STUDY QUESTIONS

Here are questions to help you study the chapter on Motorcycles. Turn to the page indicated for information which will give you the answer. Some of these questions will appear on the written test for a motorcycle or motor-driven cycle classification.

1. Are motorcycle operators required to obey traffic laws, highway signs and signals in the same way as automobile drivers? (105)
2. Do the Safety and Financial Responsibility Laws also apply to motorcycles? (109)
3. Which of the following items of equipment are required by Illinois law for motorcycles and motor-driven cycles? (106, 107)

Headlight	Muffler
Taillight	Rearview Mirror
Licence Plate Light	Turn Signals
Stop Light	Horn

4. Are goggles, glasses or windshields required by law in Illinois: For the operator? For passengers? (107)
5. What are the requirements for motorcycle mufflers? (106)
6. What is the maximum legal height above the seat for handlebars? (106)
7. What are the brake requirements for motorcycles and motor-driven cycles? (106)
8. When must a motorcycle headlight be lighted, and for what distance must it be visible? (106)
9. For how far must a motorcycle taillight be visible? (106)
10. What are the additional equipment requirements for carrying passengers? (106)
11. When a group of motorcycle operators are traveling together, what is the safe way to ride (position on pavement)? (108)
12. When may a motorcycle operator legally pass another vehicle on the right side? (105)
13. For safety's sake, how should motorcycle brakes be applied? (108)
14. When may a motorcycle operator legally pass between two other vehicles going in the same direction? (105)
15. What is the safe way to make a U-turn? (108)

DEFINITIONS

Words don't always mean what people think they do, or even what the dictionary says. Certain words and terms used in *Rules of the Road* have been defined by statute, in order to prevent any misinterpretation of the motor vehicle and traffic laws within which they appear. Courts, attorneys and police officers must be guided by these legal meanings when they are dealing with traffic cases; so it is important that you read the following legal definitions when you study this manual.

ANTIQUE VEHICLE. A motor vehicle that is more than 30 years of age and which is driven on the highways only going to and returning from an antique auto show or an exhibition, or for servicing or demonstration, or a fire-fighting vehicle more than 20 years old which is not used as fire-fighting equipment but is used only for the purpose of exhibition or demonstration.

BUS. Every motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

CAMPER. A recreational motor vehicle of the Second Division converted or equipped and used for living quarters or for human habitation, rather than for the transportation of freight, goods, wares and merchandise.

COMMERCIAL VEHICLE. Any vehicle operated for the transportation of persons or property in the furtherance of any commercial or industrial enterprise, For-Hire or Not-For-Hire not including, however, a recreational vehicle not being used commercially.

CONTROLLED ACCESS HIGHWAY. Every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

CROSSWALK. That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway

measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.

Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

DRIVER. Every person who drives or is in actual physical control of a vehicle.

FARM TRACTOR. Every motor vehicle designed and used primarily as a farm implement for drawing wagons, plows, mowing machines and other implements of husbandry, and every implement of husbandry which is self-propelled.

FIRST DIVISION VEHICLE. See definition of vehicle.

HIGHWAY. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

HOUSE CAR. A recreational motor vehicle of the First Division converted or equipped and used for living quarters or for human habitation, rather than as a passenger car. A house car is classified as a Second Division vehicle.

HOUSE TRAILER. A recreational trailer or semi-trailer equipped and used for living quarters or for human habitation (temporarily or permanently) rather than for the transportation of freight, goods, wares and merchandise; or

A house trailer or a semi-trailer which is used commercially (temporarily or permanently), that is for the advertising, sales display or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

INTERSECTION. The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different roadways joining at any other angle may come in conflict. Where a highway includes two roadways 40 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. The junction of an alley with a street or highway does not constitute an intersection.

LANE-CONTROL SIGNAL. An official traffic control device consisting of an electrically controlled and illuminated signal of a square or rectangular design and employing distinctive colors or symbols used to control the direction of vehicular flow on the particular lane to which the indication applies.

MERGING TRAFFIC. A maneuver executed by the drivers of vehicles on converging roadways to permit entry into the junction thereof, wherein the driver of each vehicle involved is required to adjust his vehicular speed and lateral position so as to avoid a collision with any other vehicle.

MOTORCYCLE. Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

MOTOR-DRIVEN CYCLE. Every motorcycle, every motor scooter, or every bicycle with motor attached, with less than 150 cubic centimeter piston displacement.

MOTOR VEHICLE. Every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails. Motor vehicles are divided into two divisions (see definition of vehicle).

POLE TRAILER. Every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

PRIVATE LIVING COACH. A recreational motor vehicle of the Second Division equipped and used for living quarters, human habitation or for mobile living, rather than for the transportation of persons, and with direct access to the living quarters from the driver's seat.

RECREATIONAL VEHICLE. Every vehicle originally designed or permanently converted and used for living quarters or for human habitation and not used as a commercial vehicle, including any house car, house trailer, camper or private living coach.

ROAD TRACTOR. Every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

ROADWAY. That portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways the term "roadway" shall refer to any such roadway separately but not to all such roadways collectively.

SCHOOL BUS. Every motor vehicle of the Second Division owned or operated by or for a public or governmental agency or by or for a private or religious organization for the transportation of pupils in connection with any school activity. This definition does not include a bus operated by a public utility or a municipal corporation authorized to conduct local or interurban transportation of passengers.

SECOND DIVISION VEHICLE. See definition of vehicle.

SEMI-TRAILER. Every vehicle without motive power other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

SNOWMOBILE. The definition of "vehicle" excludes snowmobiles as defined in the Snowmobile Registration and Safety Act.

STREET. The entire width between boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

TRAFFIC. Pedestrians, ridden or herded animals, vehicles, street cars and other conveyances either singly or together while using any highway for purposes of travel.

TRAFFIC CONTROL SIGNAL. Any official traffic control device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

TRAILER. Every vehicle without motive power in operation, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

TRUCKSTER. Every motor vehicle or motorcycle with three wheels designed, used or maintained primarily for the transportation of property.

TRUCK TRACTOR. Every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

URBAN AREA. Any incorporated or unincorporated area developed primarily for residential and/or business purposes.

VEHICLE. Every device, in, upon or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks. Vehicles are divided into two divisions:

First Division: Those motor vehicles which are designed for the carrying of not more than 10 persons.
Second Division: Those vehicles which are designed for carrying more than 10 persons, those designed or used for living quarters and those vehicles which are designed for pulling or carrying freight or cargo, and those motor vehicles of the First Division used and registered as school buses or remodelled for use and used as motor vehicles of the Second Division.

Photos courtesy of: *Introduction:* Illinois Tollway Authority; *Chapter 6:* Illinois Dept. of Transportation; *Chapter 7:* Illinois Tollway Authority; *Chapter 8:* Dept. of Conservation.

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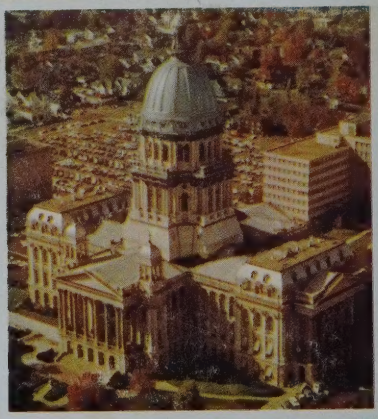
Driver licensing programs undergo continuing review. Here Assistant Secretary of State Edmund J. Kucharski checks results of a driving test at an examination station.

John W. Lewis
Secretary of State
Springfield, Ill. 62756

Enjoy safe driving in Illinois